NESTRANS DELIVERY PLAN 2010/2021

nestrans

The Transport Partnership for Aberdeen City and Shire

CONTENTS

EXECUTIVE SUMMARY		1
1	INTRODUCTION	4
2	PROCESS OF DEVELOPING THE DELIVERY PLAN	5
3	PROJECTS WITH NESTRANS INVOLVEMENT	7
4	COMPLETED PROJECTS	10
5	PROJECTS BY PARTNERS	11
6	LIAISON / GUIDANCE PROJECTS	12
7	SUMMARY AND CONCLUSION	13
APPENDICES		15
APPENDIX 1:	PROJECTS WITH NESTRANS INVOLVEMENT (DETAILED BREAKDOWN)	16
APPENDIX 2:	COMPLETED PROJECTS (DETAILED BREAKDOWN)	24
APPENDIX 3:	PROJECTS BY PARTNERS (DETAILED BREAKDOWN)	28
APPENDIX 4:	LIAISON/GUIDANCE (DETAILED BREAKDOWN)	30
APPENDIX 5:	GRAPHS	40
APPENDIX 6:	LINKS TO NATIONAL OUTCOMES AND SINGLE OUTCOME AGREEMENTS	47

EXECUTIVE SUMMARY

The Nestrans Regional Transport Strategy (RTS) was approved in 2008 and sets out an overall transport vision for the North East for the period to 2021. This Delivery Plan now contains the prioritised and costed actions that have been proposed to date to achieve the RTS aims.

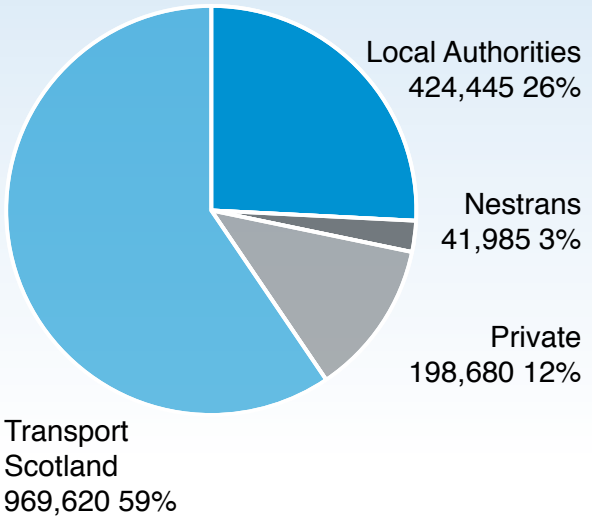
The contents of the Delivery Plan have been drawn from the Action Plans developed in support of the RTS and various transport studies along with the information from the Government's Strategic Transport Projects Review and partner's budget proposals. The projects have then been prioritised in line with the priorities identified in each document and any funding and delivery constraints.

The plan provides suggested expenditure on an annual basis over the short term between 2010/11 to 2012/13 and an indicative programme for the 2013/14 to16/17 medium and 2017/18 to 20/21 long term periods. A number of projects relevant to the RTS have already been delivered and are included in the Plan for completeness.

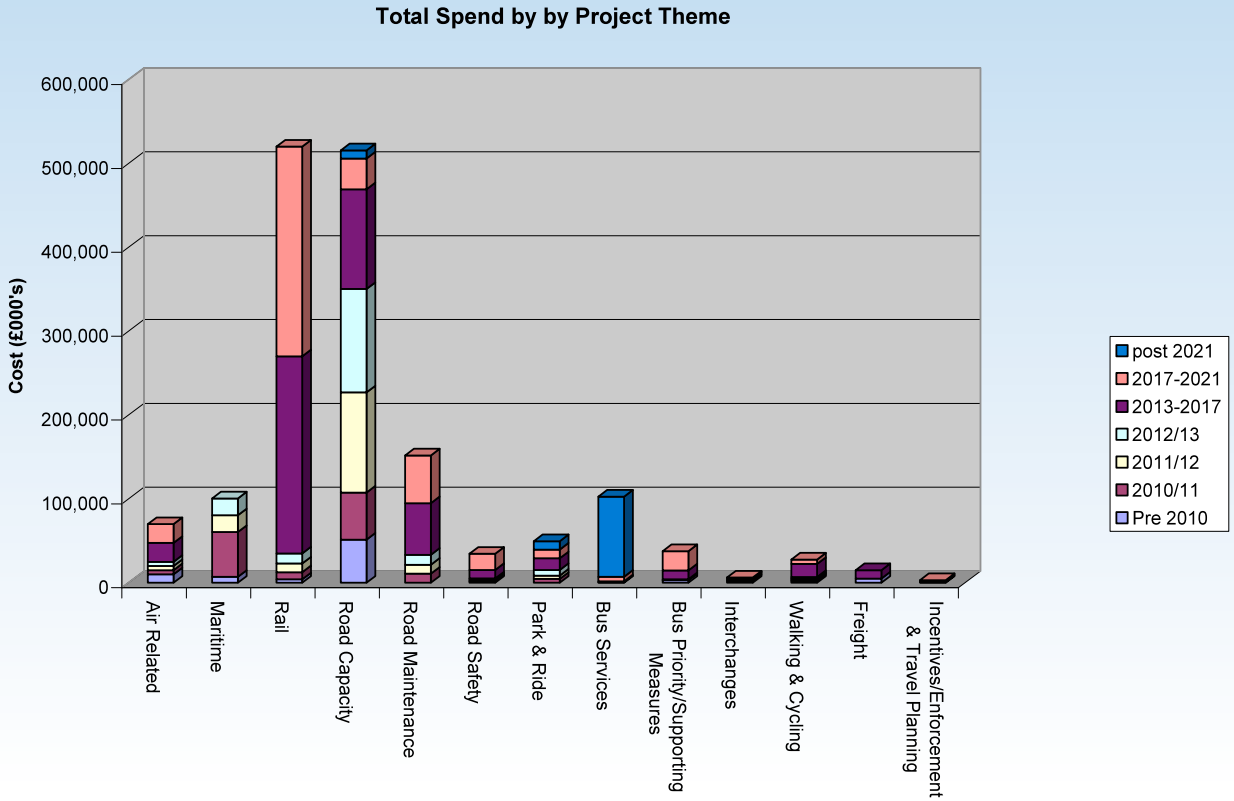
The total cost of actions within the Delivery Plan amounts to over £1.6 billion and is presented in the following groupings in £000's:

1. Projects with Nestrans Involvement	£786,485
Comprising:	
Nestrans contribution	£33,750
Partner contribution	£647,435
Costs beyond 2021	£105,300
2. Completed Projects	£41,585
3. Projects By Partners	£806,660
4. Liaison/Guidance	£30,080
	£1,664,810

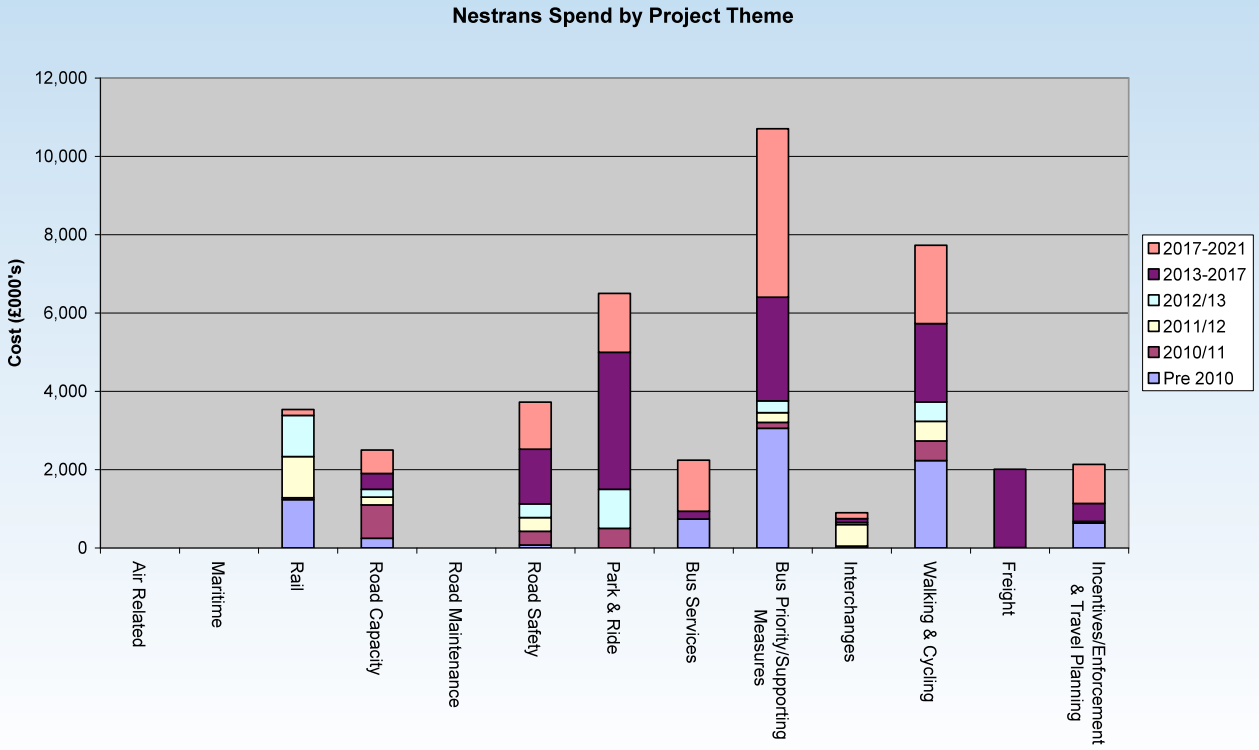
Full details of all projects within each of the above groups are given in Appendices 1 to 4 respectively. As can be seen, the majority of the projects within the Delivery Plan require to be delivered by partner organisations and the breakdown in £000's is shown in the following chart:



The level of spend across the main project themes within the Delivery Plan, which reflect the various strategy strands of the RTS, are shown in the following chart with the exception of costs associated with liaison and guidance which mainly involves officer time:



The level of Nestrans expenditure proposed each year within the Delivery Plan has been assumed to continue at the same level to that provided in the last 2 years by Aberdeen City and Aberdeenshire Councils. It should be noted however that this level is not guaranteed and has to be requested on an annual basis. Based on this assumption however, this would result in a budget of around £34.25M for Nestrans to allocate between 2010 – 2021. This has been targeted towards any gaps in achieving the RTS aims, for example, where greater funding than is currently proposed by partner organisations is felt to be required or where Nestrans is seeking to influence a greater priority for projects in partner organisations by contributing to them to achieve delivery at an earlier date than may otherwise have been considered. The following graph summarises the resultant areas of proposed expenditure by Nestrans across the main project themes within the overall Delivery Plan outlined above:



The RTS supports both the National Outcomes as set out by the Scottish Government and the Local Objectives of Aberdeen City and Aberdeenshire Councils as set out in their Single Outcome Agreements. By containing the projects to achieve the aims of the RTS, the Delivery Plan therefore also assists in meeting both National and Local objectives and the linkages are summarised in Appendix 6.

1 INTRODUCTION

1.1 Background

The North East of Scotland Transport Partnership (Nestrans) was constituted on 1 April 2006 under the Transport (Scotland) Act and had a statutory requirement to produce a Regional Transport Strategy (RTS), which was originally submitted to Ministers in March 2007. Following the elections in 2007, the new Scottish Government issued advice that the Regional Transport Strategies should be re-submitted as high level strategic documents and interventions should be separated into a Delivery Pan for agreement with the Regional Transport Partnership's constituent Councils.

1.2 The Regional Transport Strategy builds on the "Modern Transport System" Strategy developed by Nestrans in 2003 when it was a voluntary partnership. The RTS was re-submitted and approved in 2008 as a high level strategic document which includes an appraisal of the problems and issues affecting transport in the north east and sets objectives for improving transport in the region up to 2021. The RTS supports both the Government's National Outcomes and the key objectives within the Single Outcome Agreements of both constituent local authorities.

1.3 This Delivery Plan aims to set out how the high level RTS will be delivered through projects and other measures. It aims to prioritise proposed actions based on their achievement against RTS objectives and any delivery and funding constraints. It also seeks to exploit linkages between projects to maximise impact and achieve Best Value.

1.4 The elements of the RTS that each project theme within the Delivery Plan helps to achieve are summarised in Appendix 6 along with comments on their contribution therefore towards National Outcomes and Local objectives.

2 PROCESS OF DEVELOPING THE DELIVERY PLAN

2.1 Time Period for Plan

The Delivery Plan has been developed in partnership with officers from both Aberdeen City and Shire Councils. It has been developed in detail on an annual basis over the short term between 2010/11 and 2012/13 and an indicative programme for the medium to long term periods of the RTS, namely 2013/14 to 2016/17 and 2017/18 to 2020/21 in compliance with the original RTS guidance. A number of projects relevant to the RTS have already been delivered, but are also included in the Plan for completeness

2.2 Sources of Proposed Projects

The contents of the Delivery Plan have been drawn from the following sources:

- RTS March 2007 submission – the original submission contained a summary of interventions grouped by RTS strategy strands
- Action Plans – Individual RTS Action Plans have been developed in support of the RTS on the topics of Freight, Health & Transport, Bus and Rail
- Travel Planning Strategy – A 10 year strategy has been developed by the Travel Planning Group consisting of Nestrans, Aberdeen City Council, Aberdeenshire Council, NHS Grampian, Aberdeen University, Robert Gordon's University, Aberdeen College, The Energy Savings Trust and Dyce Transportation Management Organisation
- Feasibility Studies – Studies have been completed for the Access to Aberdeen from the South, Aberdeen Western Peripheral Route Locking in the Benefits, Aberdeen – Inverness corridor study, A90/A96 Haudagain Improvement and Argyll Road/Dyce Drive
- The Strategic Transport Project Review (STPR) – Parliamentary announcement made in December 2008 on STPR as undertaken by Transport Scotland to define the most appropriate strategic investments in Scotland's national transport network from 2012
- The Economic Action Plan (building on energy)– Published by Aberdeen City and Shire Economic Futures (ACSEF) in 2008, which sets out a 5 year plan towards the delivery of the vision for 2025 as laid out in the economic manifesto published in summer 2007
- Aberdeen City and Shire Structure Plan – Approved by Scottish Ministers in August 2009 and sets out direction for future development of the North East
- Proposed Capital Budgets of Aberdeen City and Aberdeenshire Councils
- Aberdeen Airport Masterplan – published by BAA in December 2006 and sets out plans to develop the airport up to 2030
- Aberdeen Harbour Board and Peterhead Port Authority publications

2.3 The projects from the various source documents were sorted and any that were found to be duplicated or now superseded were removed. The remaining projects were then split into the following sections:

- Completed Projects – those that are complete or due to be completed by 2010
- Projects by Partners – those that are being taken forward by partner organisations including the private sector that do not have a financial contribution from Nestrans
- Projects with Nestrans Involvement – those that the Nestrans budget will deliver or contribute to with partners
- Liaison/Guidance – those where the bulk of the cost is likely to be officer time to facilitate projects or policy development

Within these sections the projects were then designated according to their hierarchy of national, regional or local projects

2.4 Project costs

The project cost estimates from within the various source documents as listed at 2.2 above have been used where available. In the absence of any cost information a preliminary estimate has been assumed. It should be noted therefore that the costs are indicative only and the Delivery Plan will be a 'living document' that will be revised throughout the period of its operation to 2021 as more detailed investigations are undertaken and proposed projects are completed or potentially superseded by future proposals that may arise.

2.5 Prioritising Projects

All projects were assessed against the RTS objectives under the 4 main categories of Economy, Environment, Spatial Planning and Accessibility, Safety and Social Inclusion. All projects were found to comply overall with the objectives to varying extents. Views were sought from the North East Transport Consultative Forum on 22 April 2009 and the broad agreement was that the Delivery Plan should be a balanced package across all transport modes, geographical areas and should focus on small projects as well as large.

2.6 In order to help prioritise the projects any timetabling constraints, such as whether the project is related to pre/post AWPR delivery and the length of time associated with any necessary processes such as feasibility studies, design, planning application and land acquisition were considered along with funding availability. Although it is early to be able to define any definite trends, areas where targets within the RTS Monitoring report are not being achieved were also considered when developing priorities.

2.7 As the majority of the projects within the Delivery Plan will be delivered by partner organisations their budget proposals were investigated. The Delivery Plan in the main reflects the prioritisation afforded to projects by these delivery partners, but there are some instances where Nestrans has tried to influence a greater priority where there has been no partner commitment to a specific timetable for funding, for example the opening of a railway station at Kintore or the nationally important Park and Ride sites.

2.8 Nestrans available funding towards the Delivery Plan has been assumed to remain at the same level to that which has been allocated by Aberdeen City and Shire Councils since the Concordat between local and central government came into place in 2008. It should be noted however that this level is not guaranteed and has to be requested on an annual basis. The Delivery Plan also contains many projects that will be delivered in part or completely by partner organisations and cannot therefore be approved as an agreed spending plan. The Delivery Plan should therefore be considered as a priority setting document that shows a timetable for construction that is thought to be achievable through partnership working, whilst noting that it is subject to future budget and partner agreements.

3 PROJECTS WITH NESTRANS INVOLVEMENT

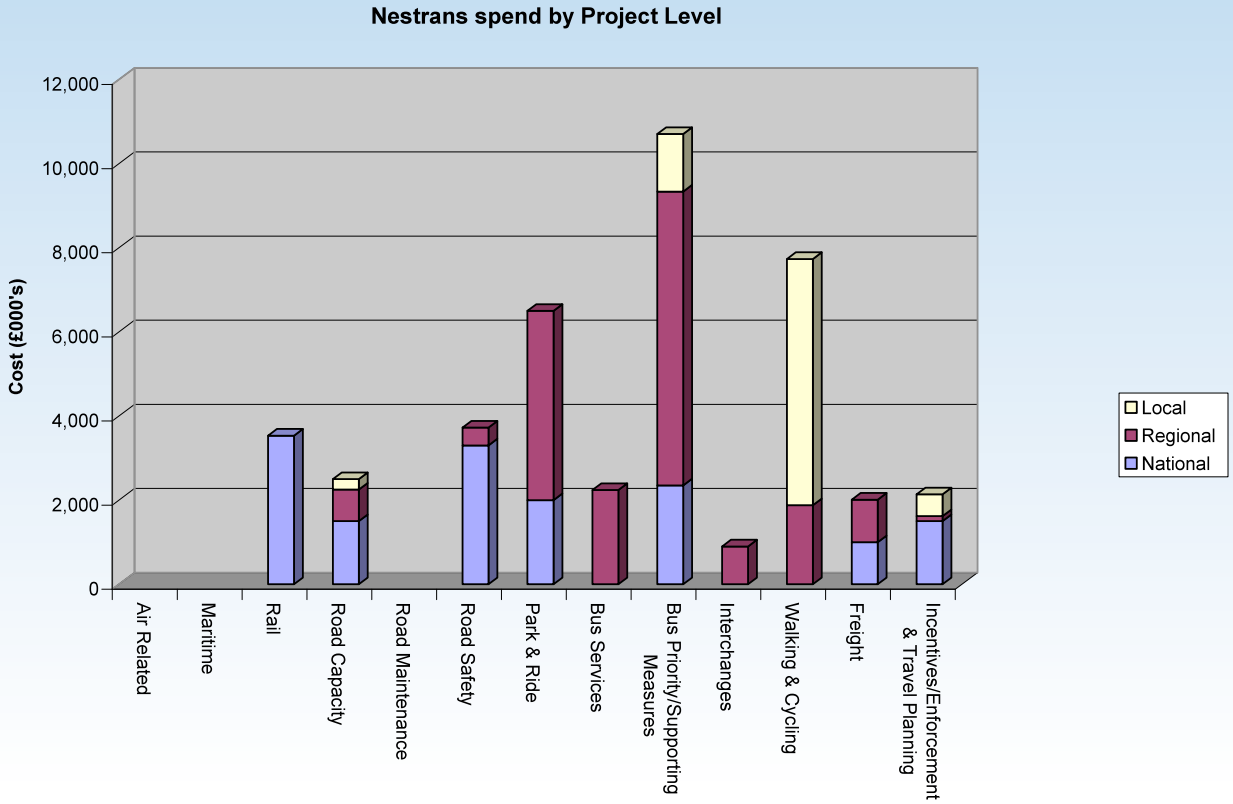
3.1 This section of the Delivery Plan contains the projects that are being developed which include proposed contributions to the overall cost by Nestrans. The overall cost of projects within this section amounts to approximately £786.5M, out of which the Nestrans contribution amounts to £33.75M based on an assumed continued annual Capital allocation from Aberdeen City and Shire Councils of £3.114M. Full details of the individual projects are given in Appendix 1.

3.2 The following table summarises the total funding proposed on National, Regional and Local Projects with Nestrans involvement and provides the split between Nestrans and Partner contributions:

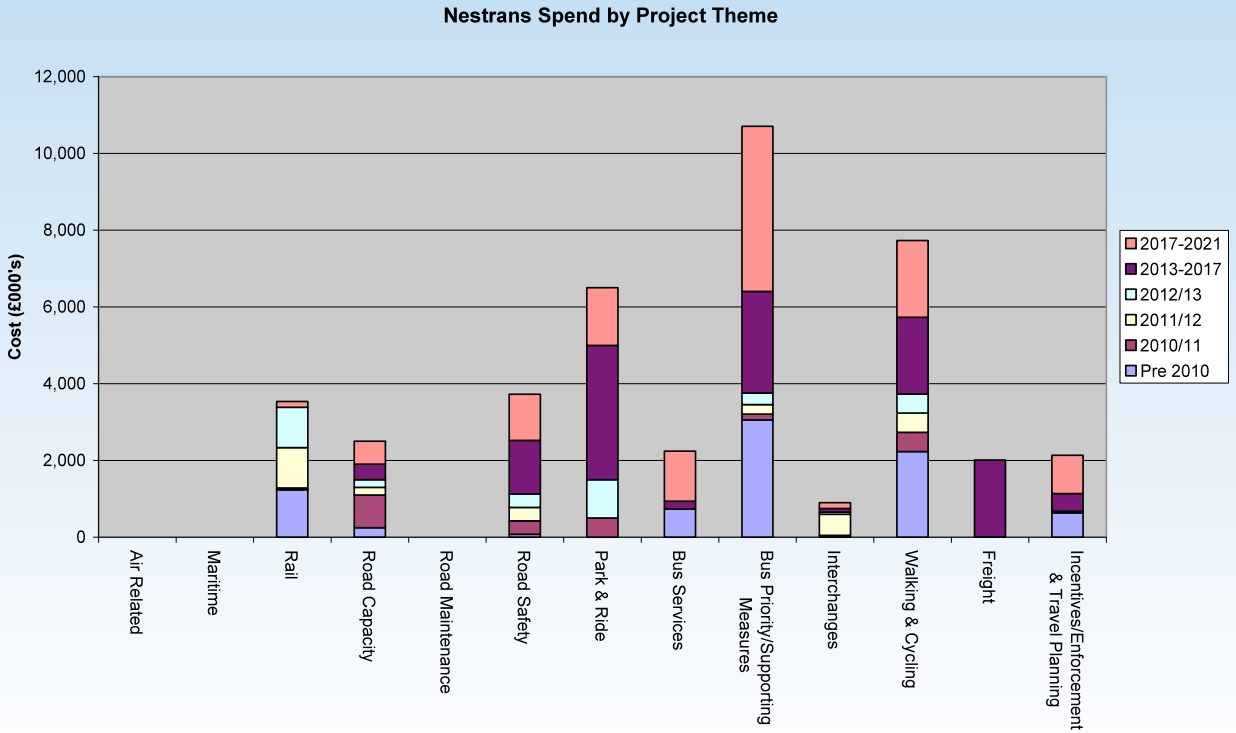
Action/ Project	Further Costs (£1,000's)	Nestrans Contribution	Partner Contribution	Beyond 2021
National Projects				
Park & Choose	22,000	2,000	20,000	
Rail	516,000	2,300	513,700	
Capacity improvements	20,300	300	20,000	
Road Safety improvements	11,275	3,300	7,975	
Implement Energetica Masterplan	26,500	2,700	14,000	9,800
Freight	5,000	1,000	4,000	
Bus	65,950	2,350	2,600	61,000
(sub total of national projects)	667,025	13,950	582,275	70,800
Regional Projects				
Park & Ride	9,610	2,000	7,610	
Transport Interchanges	11,900	3,400	8,500	
Quality bus corridors/ priority measures	22,000	3,100	18,900	
Bus Services	43,700	2,700	6,500	34,500
Freight	5,000	1,000	4,000	
Capacity improvements	750	750		
Road Safety improvements	6,500	350	6,150	
(sub total of regional projects)	99,460	13,300	51,660	34,500
Local Projects				
Walking & Cycling Routes	15,000	5,500	9,500	
Quality bus corridors/ priority measures	5,000	1,000	4,000	
(sub total of local projects)	20,000	6,500	13,500	0
Total	786,485	33,750	647,435	105,300

The costs beyond 2021 are related to projects relevant to the RTS that are not at this stage expected to be fully completed within the time period of the Delivery Plan. In order of appearance within the above table, the specific projects are the upgrading of the A90 between Aberdeen and Peterhead, a fixed link between Aberdeen airport and the City Centre and Mass Transit.

3.3 The following chart graphically shows the breakdown of the proposed Nestrans contribution towards National, Regional and Local projects:



3.4 The following chart shows the proposed time periods for Nestrans expenditure on various project themes within the Delivery Plan and includes projects already completed:



4 COMPLETED PROJECTS

4.1 This section of the Delivery Plan comprises of projects that are relevant to the RTS, which have already been completed. The completed projects consist of the major capital projects that Nestrans has funded since being formed as a statutory Regional Transport Partnership and a number of known larger projects that have been delivered by partners, be they local authorities, Government or private bodies. The total cost of the projects already complete or due to be completed by 2010 amounts to approximately £41.5M and full details of these projects are given in Appendix 2.

4.2 It should be noted that this total represents a known minimum total for completed projects in recent years, but there will have been further expenditure by partners on transport related themes that was not known and is not therefore reflected.

5 PROJECTS BY PARTNERS

5.1 This section of the Delivery Plan comprises of projects relevant to the RTS that are being delivered by partners with no assistance from Nestrans. The total cost of projects by partners amounts to approximately £806.7M and full details of these projects are given in Appendix 3.

5.2 The following table summarises the projects and their further costs within the period of the Delivery Plan:

Action/ Project	Further Costs (£1,000's)	Lead Agency
National Projects		
Aberdeen Western Peripheral Route	295,000–395,000	Transport Scotland, AC/ACC
A90 Balmedie – Tipperty dualling	35,000 - 45,000	Transport Scotland
A90/A96 Haudagain Junction	12,000	Transport Scotland
Laurencekirk flyover	10,000	Transport Scotland
Aberdeen Airport Expansion	60,000	BAA
Aberdeen Harbour Improvements	60,000	Aberdeen Harbour Board
Peterhead Deepwater Port	33,500	Peterhead Port Authority
(sub total of national projects)	505,500 - 615,500	
Regional Projects		
Union Street Pedestrianisation	10,420	ACC
Prioritised Maintenance	151,800	AC/ACC
Re-locate A90 (N) P&R	10,000	ACC/Private
Third Don Crossing	9,130	ACC
Leggart Terrace to Stonehaven Rd link	2,000	ACC/Private
(sub total of regional projects)	183,350	
Local Projects		
Local Road and traffic management improvements	6,750	ACC/AC
Enforcement (emissions/speed)	1,060	ACC/AC
(sub total of local projects)	7,810	
TOTAL	696,600 – 806,600	

6 LIASON/GUIDANCE PROJECTS

6.1 This section of the Delivery Plan contains the proposals from the various source documents outlined in section 2.2 that tend to involve only officer time or initial feasibility studies for possible future Capital construction schemes. There are a small number of estimated costs given for the liaison/guidance projects, which amount to approximately £30M, but costs have not been determined in the majority of cases. It is intended that the costs to progress any of the suggested actions be met through future Nestrans Revenue Budgets and partner contributions.

6.2 The Scottish Government provide 50% of Nestrans core running costs with the other half provided equally by Aberdeen City and Shire along with a further allowance for projects. In recent years this has provided an annual revenue budget for Nestrans of around £1.2M, but expected efficiency savings and removal of additional Travel Plan Grants from the Government are likely to result in lesser budgets in future.

6.3 Full details of the proposals within this section of the Delivery Plan are given in Appendix 4. The following table summarises the main themes that the proposals have been grouped into:

Investigate / Implement	Proposals to investigate options or opportunities to identify and/or implement measures to address existing problems or achieve additional benefits eg undertaking audits/market research/feasibility studies
Support	Proposals where Nestrans provides support to partners or specific measures through various means
Set up Group	Build on existing partnerships and form new ones where required to achieve specific aims and benefits
Monitoring	Undertake research or monitoring to measure performance and identify needs or improvements
Funding Sources	Work to increase levels of funding towards RTS related schemes eg through joint ventures, grant applications etc
Publicise and Promote	Promotion and communication with partners and general public on a variety of themes including best practice, travel awareness, research, travel information and new initiatives
Policy Review	Support and/or undertake policy reviews in various areas
Liaison	Facilitating discussion/working with Government and their agencies, Local Authorities, other Regional Transport Partnerships, European partners, transport operators, private companies, NHS, Universities, key stakeholders and the general public
Planning Process	Work with Councils as part of the local development planning process to ensure transport needs are met
Travel Planning	Work with partners to promote travel planning and assist with development of travel plans. Promote information on various travel options and expand active travel networks to encourage travel by sustainable and healthy means.
NHS Grampian	Work with NHSG to deliver the aims of the Health and Transport Action Plan and assist NHSG to promote sustainable transport for staff, patients and visitors

7 SUMMARY AND CONCLUSION

7.1 The Nestrans Delivery Plan has been developed for the period 2010 – 2021 and contains the infrastructure and liaison/guidance type projects that have been proposed to date to achieve the objectives of the Regional Transport Strategy. The total cost of the projects with the Delivery Plan amounts to over £1.6 billion. Full details of the projects are given in Appendices 1 – 4, with summary information presented graphically in Appendix 5 and a summary on how the Delivery Plan assists in meeting both National and Local objectives in Appendix 6.

7.2 The Delivery Plan recognises that the majority of the projects will be delivered by partner organisations and therefore has accommodated the prioritisation afforded to these projects by delivery partners. Nestrans has however endeavoured in some instances to influence a greater priority for projects within partner organisations by contributing to the costs at an earlier stage.

7.3 The achievement of the various projects will of course be influenced by any feasibility/design/planning and land acquisition processes that may be necessary and will be subject to future available budgets. **The Delivery Plan cannot therefore be taken as an agreed spending plan, but should instead be viewed as a priority setting document that outlines a general programme of works subject to future budget allocations to Nestrans and partner agreements.**

APPENDICES

Appendix 1:
Projects with Nestrans Involvement (detailed breakdown)

Appendix 2:
Completed Projects (detailed breakdown)

Appendix 3:
Projects by Partners (detailed breakdown)

Appendix 4:
Liaison/Guidance (detailed breakdown)

Appendix 5:
Graphs

Appendix 6:
Links to National Outcomes and Single Outcome Agreements

Key to abbreviations used in Appendices 1 - 4

SOURCE

RTS - Regional Transport Strategy

STPR - Strategic Transport Project Review

NPF2 - National Planning Framework 2

BAP - Bus Action Plan

FAP - Freight Action Plan

H&T - Health & Transport Action Plan

TPS - Travel Planning Strategy

AB-INV - Aberdeen to Inverness Corridor Study

EAP - ACSEF Economic Action Plan

AFTS - Access to Aberdeen from the South Study

AWPR-LiB - Aberdeen Western Peripheral Route Locking in the Benefits Study

LEVEL

N – National

R – Regional

L – Local

LEAD AGENCY

N – Nestrans

ACC – Aberdeen City Council

AC – Aberdeenshire Council

TS – Transport Scotland

Delivery Plan - With Nestrans Involvement

scheme id	Source	Action/ Project	Description	Further Costs (£1,000's)	Lead Agency	Other Involvement
		National Projects				
		Park & Choose				
9	RTS, EAP, STPR	Site at A96	Park & Choose facility off A96 west of Dyce Dr	12,000	ACC	N/TS/AC
10		Site at A90(S)	Park & Choose facility off A90 at Schoolhill	10,000	AC	N/ACC
					TS	
					Developer Contribn	
		Rail				
237	RTS, EAP, RAP, NPF2	Kintore Railway Station Phase 1	Opening of new rail station with single platform	6,000	TS	NR, N, AC, Developer
		Kintore Railway Station Phase 2	Upgrade to double platform with passing loop and replacement of Boat of Kintore level crossing	13,000	TS	NR, N, AC
236	STPR, EAP, RAP, NPF2	Rail enhancements between Aberdeen and Inverness	Line speed to hourly service, passing loops and signalling improvements	237,000	TS	NR
	STPR, EAP, RAP, NPF2	Rail enhancements between Aberdeen and the Central Belt (Timetable improvements)	Changes to rolling stock and timetabling	10,000	TS	
		Rail enhancements between Aberdeen and the Central Belt (Infrastructure)	Address current infrastructure constraints (incl replacement of bridge over Montrose Basin)	200,000	TS	NR
16	RTS, EAP, RAP	Crossrail Phase 2 Local rail improvements and new stations	City stations and other elements of enhancing local rail	50,000	TS/N	
17	RTS, EAP, STPR	Capacity improvements	Improving strategic roads including A96 and A90			
120	FAP, AFTS	Removal of constraint on the trunk road network at A90 Bridge of Dee		10,150	TS	N, ACC, AC
120	FAP, AB-INV	Removal of constraints on the trunk road network at A96 Inverramsay Bridge.		10,150	TS	N, ACC, AC
		Safety improvements				
18	RTS, STPR	Road Safety Improvements	Enhancements such as junction improvements including A96 and A90 south - Also alignment and overtaking opportunities - Also non trunk routes	11,275	TS	
178	EAP, NPF2	Implement Energetica Masterplan	Development of an energy-related lifestyle corridor between Aberdeen and Peterhead			
		Alternative Fuel	Research hydrogen cars, develop fuel stations and establish car clubs/pools	1,500	N,ACC,AC	
	RTS, EAP, STPR	Upgrading of A90 to Peterhead		10,000	TS	
		Energetica Boulevard	Construct connection between Bridge of Don and Dyce as future extension to Boulevard	15,000	Acsef, AC, ACC	Developer Contribn
		Others				
35	RTS, EAP	Intermodal freight terminals	Beyond Raiths/ Craiginches - Additional capacity at consolidation centres	5,000	N	

APPENDIX 1

	Costs to Nestrans					Partner Costs				
scheme id	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**
9						1,500	3,000	4,500	3,000	
10			1,000	1,000		350	205			
							445	1,000	1,000	4,000
									1,000	
237		1,000	1,000			500	1,500	2,000		
								1,000	12,000	
236	50	50	50			7,950	7,950	7,950	213,000	
									10,000	
										200,000
16					150					49,850
17										
120	50	50	50							10,000
120	50	50	50							10,000
18	300	300	300	1,200	1,200	725	725	725	2,900	2,900
178										
	40			460	1,000					
					200					
		100	100	400	400					14,000
35				1,000					4,000	

Delivery Plan - With Nestrans Involvement

scheme id	Source	Action/ Project	Description	Further Costs (£1,000's)	Lead Agency	Other Involvement
		Regional Projects				
34	RTS	Fixed link Airport to City Centre	Long term	62,000	N/ACC	
7	RTS, EAP	Park & Ride				
		A93 Banchory Park and Ride		2,900	AC	N
11	RTS, EAP	A947 Park & Ride	Park & Choose facility south of Newmachar	1,710	AC	
	RTS	Regional P&R Operational Costs	Revenue cost for management and operation of sites, info/ branding and bus service subsidies (capital costs for bus priority included with other priority measures below)	5,000		
28	RTS	Transport Interchanges				
		Inverurie Interchange		3,500	AC	N
		Towns plans / information at interchange points	Key information and maps at shelters on interchange possibilities for public transport, walking, cycling and local amenities	400	N/AC/ACC	
91 188 190 191 192 193 195 198 200	BAP	Introduction of mini P&R sites along strategic routes within the region Need Labof to look at Action Plans with operators to see what is realistic - Show preparation costs but caveat pending Labof consideration?	Proposed routes include the A90 at Laurencekirk and north of Stonehaven, along A93 eg Ballater and Aboyne, along A944, A96 e.g. Kintore and Blackburn, A90 / A952 e.g. Hatton, on Anderson Dr, at Rail Stations, A956 Wellington Rd (est 500K per interchange)	8,000	AC, ACC	N, Bus Operators
21	RTS	Quality corridors/ priority measures	Roadside infrastructure and on-road improvements, including signal improvements, widening and roadspace reallocation			
64 66 69 71 72 76 79 86 98 100 208 211 213	AWPR-LiB, BAP	Extension of existing bus lane or new bus/ HOV and junction priority measures on key routes within the region Need Labof to look at Action Plans with operators to see what is realistic - costs depend on proposal	Lane extension, road widening, junction priority measures, lining, signing and enforcement. Proposed routes include to/from P&Choose sites, A96, A90, A947, A944, A93, B9119, Dyce Dr, Victoria St, Don Crossing	21,000	N/AC/ACC	
90	AWPR-LiB	Improve all arms of junctions that link with Anderson Dr to give better bus links to AD and radial route	Junction improvements	1,000	ACC	
		Bus Services				
189	BAP	Scope for introducing feeder services to link small settlements into the main network. To be implemented in conjunction with mini P&R sites / interchange facility improvements	Long term aim is for financial viability but may require initial revenue support in form of BRDG style pump priming (est 1M per annum)	5,000	Local Authorities	Nestrans and Bus Operators

APPENDIX 1

	Costs to Nestrans					Partner Costs				
scheme id	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**
34										1,000
7										
	500					2,200	200			
11				500			100	310	800	
				1,000					2,000	2,000
28										
		500					1,500	1,500		
	50	50	50	100	150					
91 188 190 191 192 193 195 198 200				1,000	1,500				2,500	3,000
21										
64 66 69 71 72 76 79 86 98 100 208 211 213			100	1,000	1,000				6,900	12,000
90	50	50	50	850						
189				200	800				800	3,200

Delivery Plan - With Nestrans Involvement

scheme id	Source	Action/ Project	Description	Further Costs (£1,000's)	Lead Agency	Other Involvement
		Regional Projects contiued				
25	RTS	Expanded Real Time information	In both City and Shire	3,700	AC/ACC	
		Freight				
36	RTS, AFTS	HGV Priority Measures/Port Access	Localised road improvements & trial HGV priority route	5,000	AC/ACC	
		Capacity improvements				
44	AFTS	Extended 3 lanes on Wellington RD NB approaching Hareness Rdbt	Road widening, lining and signing	250	ACC	
47	AFTS	Seg Left turn Lane Great Southern Rd-King George VI Bridge	Possible road widening, lining and signing	250	ACC	
48	AFTS	Seg left turn lane King George VI Bridge-West Tullos Rd	Possible road widening, lining and signing	250	ACC	
		Safety improvements				
59 60	AFTS	Replacement of roundabouts with signalised junctions incorporating ped and cyclist facilities	Wellington Road at Hareness and Souterhead identified for consideration to date, but other strategic corridors to be investigated	3,500	ACC	
85 87 - 89	AWPR-LiB	Upgrade Junctions to accommodate large vehicles & improve turning, visibility etc.	Suggested locations include junctions on Anderson Dr, Wellington Road, A96/B979, Parkway/Woodside	3,000		
		Local Projects				
31	RTS	Walking & Cycling Routes		15,000	N/AC/ACC	
42 51 - 53 55 65 73 - 75 77 80 93	AWPR-LiB	Cycling and walking improvements or new routes throughout the region	Suggested locations for identifying and implementing new and upgrading existing routes with crossings and connections include east side of A90 Abdn-Stonehaven, parallel to Anderson Dr, A944, B979 Stonehaven - Westhill, A93, Dyce Dr, A947 Bucksburn - F&B Way, The Parkway	300 per km	ACC	
50 54 67 81	AWPR-LiB	Improve & increase no. of ped crossings	Propose locations include Anderson Dr, Ellon Rd/Parkway Rbt, A944 at Kingswells Rbt, A93/B979 junction	25 - 50 per crossing	ACC/TS	
78	AWPR-LiB	Toucan crossing on The Parkway between Scotstown Rd and Ellon Rd, and at Woodside Rd. Improve Underpass.	Install Toucan Crossing & signals, lining & signing, dropped kerbs, tactile paving and underpass	50	ACC	
92 95	AWPR-LiB	Junction Improvements for cyclists	Improve Garthdee, Seafield, Queens, Langstracht junctions with Anderson Dr to increase cyclist priority and junction of A93/B979 bridge across Dee		ACC	
104	AWPR-LiB	Install gateway signage at either end of B979 Peterculter - Westhill route				

APPENDIX 1

	Costs to Nestrans					Partner Costs				
scheme id	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**
25	100	100			1,000			500	1,000	1,000
36				1,000					4,000	
44	250									
47	250									
48	250									
59 60	50	50	50						3,350	
85 87 - 89				200						2,800
31	500	500	500	2,000	2,000	932	967	1,052	3,275	3,274
42 51 - 53 55 65 73 - 75 77 80 93	costs incorporated in above summary					costs incorporated in above summary				
50 54 67 81										
78										
92 95										
104										

Delivery Plan - With Nestrans Involvement

scheme id	Source	Action/ Project	Description	Further Costs (£1,000's)	Lead Agency	Other Involvement
21	RTS	Quality corridors/ priority measures				
210 215 62 63 68 70	BAP AWPR-LiB	Potential to signalise roundabouts on bus corridors or alter signal timings to give priority to main bus corridor (assume 100K per leg or 1M to convert to signals)	Suggested routes for investigation include Dyce Dr, Holburn Street/Great Southern Rd roundabout, Anderson Dr rbts, A944, B9119	5,000	ACC,AC	Nestrans and Bus Operators
		Summary				
			National Projects Sub Total	667,025		
			Regional Projects Sub Total	99,460		
			Local Projects Sub Total	20000		
			TOTAL COST	786,485		
			Cost beyond 2021 for A90 upgrade, Fixed link Airport to City Centre, Mass Transit =	105,300		
			Nestrans Possible Capital Budgets	34,254		
			Variance	-504		

APPENDIX 1

	Costs to Nestrans					Partner Costs				
scheme id	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**
21										
210 215 62 63 68 70				200	800					4,000
	490	1,650	2,700	4,660	4,450	11,025	13,825	17,175	246,900	293,350
	1,500	750	250	5,850	4,950	2,200	1,800	2,310	21,350	24,000
	500	500	500	2200	2800	932	967	1052	3275	7274
	2,490	2,900	3,450	12,710	12,200	14,157	16,592	20,537	271,525	324,624
			Nestrans costs=	33,750				Partner costs=	647,435	
	3,114	3,114	3,114	12,456	12,456					
	-624	-214	336	254	-256					

Delivery Plan - Completed Projects

scheme id	Source	Action/ Project	Description	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
		National projects					
1	RTS	Rail Freight Guage Enhancement	Delivery Complete		4,000	TS	
3	RTS	Laurencekirk Station Re-opening	Construction of new station and car park	Complete May 09	3,950	TS/N	
6	RTS	Guild Street transport interchange – rail and bus station redevelopment		complete 2009	180	private	
8	RTS	New rail freight facilities at Raiths Farm and Craiginches – to replace Guild Street	Delivery Complete		1,000	private	
		Railway station facilities	Insch Station car park extension	Complete 2007	84	N	
		Aberdeen Harbour Improvements	Multi-user surfaced yard at Waterloo Quay and doubling of rail sidings from 2 to 4. New transit shed and pilot boat	2008-09	7,000	AHB	
		Aberdeen Airport Improvements	Extended and refurbished international arrivals and Custom and Immigration halls, baggage reclaim facilities, car parking and front of terminal improvements	2009	10,000	BAA	
		Regional projects					
7	RTS, EAP	Towns Interchange at Peterhead			2,100	AC	
33	RTS	Airport – Dyce Station Shuttle Bus	Capitalised Revenue support to establish free shuttle		500	N/ACC	

Delivery Plan - Completed Projects

scheme id	Source	Action/ Project	Description	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
		Regional projects contd					
		Quality bus corridors	Install new shelters, raised kerbs etc from Aberdeen to Banchory, Westhill, Peterhead, Fraserburgh, Inverurie, Old Meldrum, Tarves, Stonehaven and City Services Bridge of Don to Garthdee, Torry to Northfield and North Deeside corridor.	2006 - 2009	2,685	N,ACC,AC	
		Demand Responsive Transport	Purchase of 2 A2B buses in Aberdeenshire and additional Dial-a-bus in City. Purchase of 2 wheelchair accessible 7 seater A2B taxis and contribution to Buchan Dial a Community Bus/Job Centre Plus MPV	2006-2008	240	N,ACC,AC	Buchan DACB
45	AFTS	Adjusted signals at Souterhead Rdbt and installation of new pedestrian crossing	Alter traffic signals	08/09	74.5	ACC	
46	AFTS	Adjusted signals on Wellington Rd at junctions with Balnagask Rd and Greenbank Rd	Alter traffic signals	08/09	0.5	ACC	
133	FAP	Waste recyclate base load for transport under one contract by rail.	Study to identify means of transferring transport of certain types of recyclate to rail	08/09	30	N, ACC, AC, Moray Council	
148	H&T	Introduction of a regional 'Active Travel' brand getabout	Investigate the success and applicability of existing brand models, such as Active Bristol, and explore the business case for roll out of initiative in NHSG region.	08/09	50	N	NHSG, ACC, AC, RGU, AU, Abdn College, EST, Dyce TMO

Delivery Plan - Completed Projects

scheme id	Source	Action/ Project	Description	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
		Regional projects contd					
183	TPS	Support the work being carried out by both Local Authorities in requiring Travel Plans as part of the Development Control process by purchase of travel plan builder and monitoring tool	Work with Councils to ensure a common approach to Travel Plans created as part of the Development Control process. Develop a database of Travel Plans in the region including details of monitoring and enforcement.	2009	66		
160	H&T	Undertake a Health Impact Assessment of the RTS and review the outcomes	Study complete	08/09	5	N	NHSG, ACC/ AC
109	FAP	Promote the Freight Action Plan	Publish and distribute the Freight Action Plan in hardcopy and on Nestrans website.	08/09	2	N	
		Strategic Cycle Routes	River Don cycle route from Seaton Park to Dyce, Kingswells - Aberdeen Cycle Route, Riverside Drive (Market St - KG VI Bridge), A96 Port Elphinstone to Thainstone, Peterhead Peripheral Road Cycleway, Fraserburgh cycle network	2006-2009	1880		
		Wellington Road dualling	Dualling between Charleston Interchange and Souterhead and construction of shared use ped/cycle path	2008	2,900	ACC	
		Market St junction improvements	Signalise junctions off Albert Quay and Victoria Bridge with Market Street and provide cycle lanes in conjunction with works for Union Square	2007	1,700	ACC	
		A93 College St Improvements	Dualling between Wellington Place and Guild St	2006	1,650	ACC	

Delivery Plan - Completed Projects

scheme id	Source	Action/ Project	Description	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
		Local Projects					
99	AWPR-LiB	Signalise Switchback/B9119 roundabout	Signalise roundabout	08/09	150	N,ACC	
		Bus Priority at traffic signals	Linking urban traffic control systems and real time information and upgrading traffic signals to enable bus priority and provide pedestrian phases	2006 - 2008	220	N,ACC	
		Electronic Message Signs and Web site (stages 1 and 2)	Installing VMS on strategic routes to provide traffic and journey info within City Centre boundary	2009	450	N,ACC	
		Junction Signalisation	Riverside Rd/South Rd - Ellon, High St/ Keithhall - Inverurie	2008/09	250	N,AC	
		Various Core Paths and Footpaths	Sundayswells - Torphins, Link to Laurencekirk Rail Station, Kingswells to Bucksburn and various core path improvements within Aberdeen City	2007-2009	352	N,ACC/AC	
151	RTS, H&T, EAP	Travel Plans	Develop overall Travel Policy and site specific Travel plans (incl purchase of Travel Plan Builder and monitor).	08/09	66	N,ACC/AC	

Summary			
	National Projects Sub Total		26,214
	Regional Projects Sub Total		13,883
	Local Projects Sub Total		1,488
	TOTAL COST		41,585

Delivery Plan - Projects by Partners

scheme id	Source	Action/ Project	Description	Further Costs (£1,000's)	Lead Agency	Other Involvement
		National Projects				
2	RTS, EAP	Aberdeen Western Peripheral Route	Construction of strategic road to improve travel to/ from and within N. East	295,000 - 395,000	TS	
						AC/ACC
4	RTS, EAP	A90 Balmedie-Tipperty dualling	Provision of dualled carriageway on new alignment	35,000 - 45,000	TS	
209	BAP, AB-INV	Implement Haudagain roundabout junction improvements	Provision of new dualled carriageway link between North Anderson Drive and Auchmill Road with inclusion of bus priority measures	12,000	TS	
233	RTS, STPR	Laurencekirk Flyover	Investigate 3 junctions with A90 (T) and identify and implement necessary safety schemes	10,000	TS	Developers
	NPF2	Aberdeen Airport Expansion	Implementation of Airport Masterplan to 2025, including runway extension and increased stands	60,000	BAA	
		Aberdeen Harbour Improvements	Torry Quay and Point Law Peninsula redevelopment, deepening and strengthening of Commercial Quay East, widening the navigation channel and replacement of survey craft	60,000	Abdn Harbour Board	
	NPF2	Peterhead Deepwater Port	Expansion of port facilities at Peterhead Harbour to accommodate deep water access and associated shipping activity including new Smith Embankment Quay and breakwater at the Albert Quay	33,500	Peterhead Port Authority	Scottish Gov, European Fisheries Fund

APPENDIX 3

	Partner Costs				
scheme id	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**
2	35,652	88,152	86,118	98,918	
	14,348	11,848	13,882	1,082	
4	3,000	14,000	14,000	14,000	
209	1,000	2,000	4,500	4,500	
233					10,000
	5,000	5,000	5,000	22,500	22,500
	20,000	20,000	20,000		
	33,500				

Delivery Plan - Projects by Partners

scheme id	Source	Action/ Project	Description	Further Costs (£1,000's)	Lead Agency	Other Involvement
		National Projects				
12	RTS	Union Street Pedestrianisation	Pedestrian section between Market St and Bridge St and necessary supporting road measures	10,420	ACC	
20	RTS	Prioritised Maintenance	Roads Resurfacing and Reconstruction, Bridges and Structure, Lighting replacement etc	151,800	TS/AC/ACC	
103	AWPR-LiB	Re-locate Bridge of Don park and ride further north	Install new facilities and ensure appropriate links in place	10,000	ACC/AC/TS/N	Developer Contribn
232	AB-INV	Third Don Crossing	New crossing over river Don (part of Haudagain Junction Improvement) and supporting infrastructure measures	9,130	ACC	
82	AFTS	Leggart Tce diverted onto Stonehaven Rd	Extend Leggart Terrace so that it connects with Stonehaven Rd (also relates to Banchory/Leggart development proposals)	2,000	ACC	
		Local Projects				
5 94 96	RTS	Local road and traffic management improvements		6,750	AC/ACC	
39	RTS, EAP	Using Enforcement	Emissions/ Speed	1,060	AC/ACC	European partners

Summary			
National Projects Sub Total	615,500		
Regional Projects Sub Total	183,350		
Local Projects Sub Total	7,810		
Total	806,660		

APPENDIX 3

	Partner Costs				
scheme id	**2010/11**	**2011/12**	**2012/13**	**2013-2017**	**2017-2021**
12	60	60	155	10,145	
20	10,816	10,677	11,909	61,455	56,943
103					
232	1,200	3,200	4,730		
82					2,000
5 94 96	610	610	650	2,440	2,440
39	30	30		500	500
	112,500	141,000	143,500	141,000	32,500
	12,076	13,937	16,794	71,600	58,943
	640	640	650	2,940	2,940
	125,216	155,577	160,944	215,540	94,383

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
		Investigate / Implement				
122	FAP	Undertake a review of signage to key freight destinations in the north east, seeking to identify any gaps in existing information	Med	20	N, AC, ACC	
124	FAP	Consider opportunities to use roadside VMS signs to better inform truck drivers.	Long	Officer Time	N, ACC, TS	
126	FAP	Nestrans, and its partners, will promote a systematic review of road access to key freight hubs and industrial areas, with the aim of identifying both quick-win and longer term opportunities to improve freight access.	Med	Officer Time + possible implementation costs.	N, ACC, AC	
130	FAP	Appraise options related to HGV management for improving air quality within the City Centre AQMA, as well as the newly declared Anderson Drive and Wellington Road AQMAs (could include the implementation of local standards/ TROs ensuring that freight vehicles operating in the city centre reach specific Euro emission standards by a set future date).	Some ongoing. Medium	Officer Time	N, ACC	
196	BAP	Local authorities to work with bus operators and key stakeholders to investigate measures to improve bus priority on roads north of Dyce. Including consideration of expanding traffic priority signals for buses, signalise roundabouts to provide better access for buses, improve junctions for right turning buses, implement / extend bus lanes, consistent & conspicuous enforcement of traffic management measures which promote free traffic flow.	2009/10		AC/ACC	N, Bus Operators
204	BAP	Investigate options to provide land at Aberdeen airport roundabout to create an interchange facility. This would enable the network of bus services along the A96 to link up with the proposed shuttlebus to the airport.	2012/13		ACC	N, Bus Operators
216	BAP	Rationalise bus routes, sending buses along one street on the eastbound approach to the city centre. Implement bus priority to maximise benefits.	2009/10		AC/ACC	N, Bus Operators
26	RTS, EAP	Expansion of Dial-A-Bus type services.			N/AC/ACC	
27	RTS	Supporting Community Transport.			N/AC/ACC	
221	BAP	Scope to re-introduce DRT vehicles within Aberdeen City.			ACC	N, Bus Operators
222	BAP	Reorganisation of bus stops along Union Street on a corridor by corridor basis, so all buses travelling in the same direction stop at the same bus stop (regardless of operator).			ACC	N, Bus Operators
224	BAP	Undertake a root and branch streamlining of the city bus network.				
225	BAP	Identify employment based transport hubs and explore opportunities to run shuttle services to nearest interchange hub.				

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
226	BAP	Undertake an audit of existing bus stop infrastructure provision and adopt a hierarchical approach to provision.				
227	BAP	Undertake market research to identify the most beneficial ways of providing information.				
229	BAP	Undertake analysis to determine where and to what extent fares are high and adopt a hierarchical range of ticket types.				
230	BAP	Apply Punctuality Improvement Partnerships to all identified sources of unpredictability within the bus network.				
		Support				
14	RTS, EAP	Support to Maritime Links. Possible new ferry route development?		10,000	TS/SEG	
15	RTS, EAP	Support to Air Links. Support expansion of services using Aberdeen Airport.		10,000	TS/SEG	
127	FAP	Nestrans will support the implementation of a pilot Large Vehicle Lane trial on Wellington Road to reduce journey times of HGVs within Aberdeen. Minor: £150K per km, with widening: £1M per km	Feasibility ongoing.		N, ACC.	
131	FAP	Nestrans will support Aberdeen Harbour and other harbours in Aberdeenshire in the promotion of short sea, and international shipping opportunities.	Ongoing	Officer Time	N, Local Port and Harbour Boards	
132	FAP	Nestrans will continue to support the maintenance and ongoing development of the Northern Isles lifeline ferry service, with Aberdeen Harbour as the principal Scottish Mainland port.	Ongoing	Officer Time	N, Aberdeen Harbour Board	
138	FAP	Nestrans will support measures which will enable improvement in the level of service, and overall efficiency of Aberdeen Airport's airfreight services, including the proposed runway extension.	Ongoing	Officer Time	N	
139	FAP	Seek to improve the efficiency of transhipment, interchange and delivery. Nestrans will continue to work with the operators of Aberdeen Airport, to support the implementation of the Airport Surface Access strategy.	Ongoing	Officer Time and committed funding	N, ACC, BAA (Aberdeen)	
140	FAP	Seek to improve environmental performance. It is recognised that freight action plan cannot significantly influence the environmental performance of air freight, although there is support for international and national initiatives that may influence this.				
38	RTS	Improving Safety - Personal safety and Education. Support enforcement of vehicle emission standards and measures to enforce speed limits to improve road safety and reduce carbon emissions		1,000	AC/ACC	

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
157	H&T	Through the public health review panel, support, where necessary, each of the local authorities in the region to develop their emerging Noise Action Plans and to implement actions to address noise issues in accordance with legislation.	On-going		N	NHSG, ACC/ AC
159	H&T	Continue to support local authorities in the region and other partners in their ongoing work to improve road safety.	On-going		N	NHSG, ACC/ AC
161	H&T	Support measures to discourage unnecessary car use as they emerge.	On-going		N	NHSG
184	TPS	Continue to support the work of Dyce TMO in promoting travel awareness in the Dyce area. Investigate further opportunities for the development of TMOs or similar organisations in north east Scotland such as in Altens, Tullos and Westhill.				
185	TPS	Continue to support and encourage Travel Planning and travel awareness by providing a Sustainable Travel Grant Scheme offering financial assistance to organisations investing in measures aimed at encouraging sustainable travel. Re-launch the scheme with new partnership getabout logo.				
186	TPS	Continue to support and encourage car sharing by promoting Car Share Schemes to individuals and organisations and by highlighting the benefits of car sharing.				
		Set up Group				
107	FAP	Set up a north east Freight Quality Partnership to help develop and deliver relevant transport projects and initiatives. Confirm membership, structure and remit for FQP.	Short	Officer Time	FQP: N, ACC, AC, Freight Stakeholders	
108	FAP	Initiate and sustain a regular Freight Forum to improve communication between the north east industry, the freight industry and public sector partners.	Short	Officer Time / £1,000 per event		
141	H&T	Building on current partnership arrangements, develop a cohesive Active Travel Working Group. Encompassing representatives from all those involved in promoting active travel in the region, including, if possible, all those involved with travel plans, school travel plans, Core Path Plans and Joint Health Improvement Plans.	Short		N	NHSG, ACC/ AC, Bus Operators
		Monitoring				
114	FAP	Nestrans and its partners to monitor trends in freight transport in NE, through interrogation and dissemination of national statistics.	Ongoing	Officer Time	N, AC, ACC	
115	FAP	Where appropriate, bespoke desktop research will be undertaken to confirm core freight flows.	Ongoing (for AC)	10	N, AC, ACC	

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
121	FAP	Undertake a network wide survey of freight traffic to confirm the key roads in the north east used for transporting freight, and types of freight movement.	Short	20	N, AC, ACC	
125	FAP	Nestrans, Aberdeen City Council and Aberdeenshire Council will commission a lorry parking survey (including night-time surveys) to fully establish the need for a secure, overnight lorry park in the region and undertake a study to consider options for provision of lorry parking provision in the region, including potential integration opportunities with the use of Park and Ride sites.	Short / Med	10	N, AC, ACC	
153	H&T	Develop a suite of performance indicators and targets to monitor uptake of active travel, improvements to public health and access to healthcare in the region. Review on an annual basis.	Short		N	NHSG
235	RAP	Study of station car parking demand and involvement in TS review of station parking and management				
		Funding Sources				
142	H&T	Work to increase levels of funding for active travel schemes. Through the Working Group, establish a comprehensive list of existing and/or potential new funding sources for active travel initiatives and infrastructure.	On-going		N	NHSG, ACC/ AC
144	H&T	Investigate the potential for 'Sustainable Travel Towns' and the Joint Health Improvement Plans to provide cross and/or additional funding opportunities for sustainable transport measures and measures that reduce health impacts of transport.	Short		N	SG, NHSG, ACC, AC, community councils
172	H&T	Work to increase levels of funding available for DRT and community transport to address gaps in service provision identified from above assessments.	Medium		NHSG, SAS	N, ACC/AC, Community Providers
177	EAP	Develop Joint Venture mechanism for region with regard to research & development on future of transport.				
		Publicise and Promote				
110	FAP	Develop and maintain a dedicated freight webpage on the Nestrans website, including links to national freight resources. Links should include approved freight access routes for key freight hubs, driver info and links to wider info on freight options and grants. Info must be easy to use, relevant and regularly maintained.	Short	Officer Time (May require external assistance?)	N	
111	FAP	Promote an informed awareness of north easts freight industry and its requirements amongst local and national government and stakeholder organisations. Pro-actively seek formal and informal opportunities to present the needs and successes of the north easts freight industry, through stakeholder and industry presentations, and effective media strategies and press releases.	As and When	Officer Time. Potential requirement for media support.	FQP: N, ACC, AC, Freight Stakeholders	

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
112	FAP	Ensure needs of the NE freight industry consistently and effectively made by FQP for relevant national, regional and local consultation opportunities (both formal and informal).	As and When	Officer Time	FQP: N, ACC, AC, Freight Stakeholders	
113	FAP	Nestrans and its partners to promote opportunities as a result of involvement in European Research, notably NMCII and StratMoS projects.	Ongoing	Officer Time and committed partner contributions.	N, AC, ACC	
116	FAP	Nestrans and its partners will support the adoption of best practice in freight operations in north east Scotland.	Ongoing	Officer Time	N, NE Businesses, Freight Stakeholders	
117	FAP	Nestrans and the FQP will keep abreast of freight developments that could benefit freight businesses in the north east improve efficiency and environmental performance, and will support the dissemination of specific innovations when appropriate.	As and When	Officer Time	N, AC, ACC	
118	FAP	Nestrans will examine measures to improve communication between Councils and freight operators with regards to information on road closures and diversions.	Short	Minimal – requires updates to distribution lists.	N, ACC, AC, Hauliers	
123	FAP	Using the strategic routes identified from the road freight surveys and signage review, Nestrans will produce north east Area Freight Maps for drivers across the Nestrans region available electronically on website and printed copies.	Med	£20	N, Freight Stakeholders (e.g. hauliers)	
187	TPS	Continue to promote travel awareness to the public, in co-ordination with partners to encourage participation in national and international events such as Green Transport Week, Bike2Work Week and European Mobility Week. Support both Local Authorities and other organisations in their efforts to promote travel awareness using the getabout travel awareness/smarter choices brand for the whole partnership. Agree a range of promotional materials to support events and arrange a full series of events for the year.				
207	BAP	Introduction of airport service specific travel information including booklets and RTS.	2009/10		Nestrans	AC/ACC, Bus Operators
220	BAP	Work with ferry operator to improve information provision regarding options for bus / ferry interchange.	2009/10		Nestrans	AC/ACC, Bus Operators
234	RAP	Branding of local rail network. Promote local commuter network and provide single timetable for travel throughout North East.				

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
		Policy Review				
40	RTS	Parking Strategy & Incentives. Consultancy study to establish region-wide car parking strategy and implement initial measures.		4,000	N/AC/ACC	
128	FAP	Nestrans will support a review of existing planning policies and conditions of north east Local Authorities with a view to improving integration between planning, traffic management and freight requirements. This review will consider: Delivery windows, Rural deliveries, Curfews for kerbside loading/unloading, Possible impact of pedestrianisation.	Med	Officer Time / £10,000 study	N, ACC, AC, NE Businesses	
162	H&T	Fully define and agree a clear, costed policy outlining the appropriate persons/ partner responsible for patient, escort and visitor access to healthcare. This to cover all appropriate geographic, socio-demographic and financial effects. Ensure all relevant parties are aware of the policy. Identify and implement cost-effective means of each partner then meeting their responsibilities, including provision of information to patients/visitors where appropriate. Ensure that front-line health and relevant transport sector staff are aware of their responsibilities and have appropriate training and resources.	Medium		NHSG	N, SAS, ACC/ AC, Hitrans
218	BAP	Support the review of parking charges and examine off-street parking options in order to encourage modal shift to buses.	2009/10		AC/ACC	Nestrans
223	BAP	Review of on and off street parking charges.				
		Liaison				
134	FAP	Forward the findings of recent research into promotion of rail freight in NE to Transport Scotland, seeking their views on the findings and what can be done to further the promotion of rail freight in the area. Share the findings with other RTPs and seek their support in lobbying for a fairer grant system which is more able to promote transfer of freight to rail, especially from the north east and continue to work with the North East Scotland Rail Freight Development Group towards encouraging a greater proportion of goods to/from the north east to be moved by rail.	Ongoing	Officer Time	N, Freight Stakeholders	
135	FAP	Nestrans will continue to facilitate discussion between local freight operators and the Scottish Government, regarding the opportunities provided by, and the specific application of, grant funding schemes to encourage modal shift. These include the Freight Facilities Grant, and the Rail Environmental Benefit Procurement Scheme.	Ongoing	Officer Time	N, Freight Stakeholders	
137	FAP	Opportunities for communication between the airport, freight bodies, and north east industry will be facilitated through the proposed freight forum, and other existing airport consultation groups.	Ongoing	Officer Time	N, Freight Stakeholders	

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
145	H&T	Work with partners to prioritise improvements and maintenance, including winter maintenance, of active travel infrastructure in the region. Identify key active travel infrastructure for prioritisation and work with partners to improve maintenance/winter maintenance of this.	Long		N	ACC/AC, NHSG
154	H&T	Encourage ACC to implement their Air Quality Action Plan comprehensively. Review and comment on air quality progress reports as they emerge.	On-going		N	NHSG, ACC
155	H&T	Ensure that NHSG furthers its role as an independent promoter of public health in the region and that this role extends to transport issues so that NHSG has the potential to influence, for example, implementation of the Air Quality Action Plan.	On-going		NHSG	ACC/AC
158	H&T	Encourage better links between environmental health and transportation officers within the local authorities.	Short		ACC/AC	N
170	H&T	Liaise with council officers, DRT providers, community transport providers and voluntary groups to establish in detail the transport options serving each acute and secondary site within the NHSG region. Establish whether community and voluntary transport providers in the region are willing and able to become part of an integrated network of transport provision to healthcare.	On-going		NHSG	N, ACC/AC, Community Transport Providers, Voluntary Groups
180	TPS	Continue to work in close liaison with the Scottish Government, other Transport Partnerships, Local Authorities, sustainable travel organisations and key stakeholders to share knowledge, coordinate delivery and develop and disseminate best practice. Help do this by bringing together Travel Plan Coordinators from public and private sector and support the work of the Scottish Sustainable Travel forums and organisations eg ACTTRAVELWISE, Living Streets, SUSTRANS, partnerships, sustainable transport demonstrations towns.				
205	BAP	Work with bus operators to establish Quality Partnership initiatives to serve the airport. Consider rationalising existing bus provision to make more 'user friendly'. Implementation of Quality measures e.g. branding and bus stop infrastructure.	2009/10		Nestrans	AC/ACC and Bus Operators
206	BAP	Work with bus operators to establish through ticketing to airport.	2009/10		Nestrans	AC/ACC and Bus Operators

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
		Planning Process				
143	H&T	In parallel with the review of the local development planning process scheduled to be undertaken by each local authority, ensure that active travel desire lines to/from key facilities are identified and the routes appraised and infrastructure upgraded/provided where necessary. For major development planning applications submitted in the initial year of the HTAP, ensure that sufficient infrastructure and/or developer contributions are provided to enhance uptake of active travel to/from development to key amenities.	On-going		ACC/AC	N
156	H&T	In parallel with the review of the local development planning process scheduled to be undertaken by each local authority, ensure that air quality, noise, road safety and severance impacts are properly assessed and impacts minimised. For major development planning applications submitted in the initial year of the HTAP, ensure that detailed Environmental Impact Assessment (EIA) is undertaken where required and, where not, ensure that noise and air quality assessments are undertaken as a minimum.	On-going		ACC/AC	N, NHSG
166	H&T	Work with partners to ensure that NHSG is included as a consultee in the development planning process. For major residential development planning applications submitted in the initial year of the HTAP, ensure that sufficient consideration is given to access routes to nearest healthcare services, including primary services, and the consequences this may have for healthcare provision.	Long		NHSG	ACC/AC
167	H&T	Ensure that a robust Transport Assessment, including public transport, DRT and community transport provision, is provided with all future planning applications for new healthcare facilities in the region.	As appropriate		NHSG & ACC/ AC	
179	EAP	Strategic infrastructure requirements identified for all allocated development sites and provided 'up-front' where possible.				
		Travel Planning				
37	RTS, EAP, H&T	Promoting Travel Planning. Additional to existing revenue. Explore potential of schemes such as salary sacrifice for public transport season tickets and green bikes and effective car park charging policies to promote active travel. To include staff, patient and visitor access to the site.		5,000	N/AC/ACC	
146	H&T	Work with partners to expand the active travel networks in the region, such as interlinked walking and cycling routes to/from settlements and key amenities. Audit active travel networks in each main settlement to identify key gaps or barriers to use and identify major infrastructure improvements and funding opportunities which can be pursued by the Active Travel Working Group.	On-going		N	NHSG, ACC/ AC, Sustrans, other Active Travel organis-ations

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
149	H&T	Recognise the potential for increased uptake of active travel through awareness-raising of independent issues such as climate change and obesity and, hence, ensure that synergies between activities are realised eg ensure that measures promoted to improve air quality do not result in inadvertent increased carbon emissions from the transport network through, say, increased journey times and increased trips to out of town sites. Monitor activity of partner organisations and promote public health opportunities and active travel.	On-going		N	NHSG, ACC/ AC
152	H&T	Active travel. Encourage wider roll out of active travel prescriptions within NHSG.	Short		N & NHSG	
163	H&T	Identify and quantify the socio-demographic gaps in transport provision. Discuss these gaps and unmet needs with front-line health- and relevant transport-sector staff, patients and visitors. Monitor the reasons why health appointments are missed and identify whether transport improvements could reduce the number of missed appointments.	Medium		NHSG	N, SAS, ACC/ AC
164	H&T	Undertake an audit of the public transport and active travel accessibility (including routes and signing to/from car parks and public transport nodes) of each site that patients or visitors access within the NHSG estate, including primary healthcare sites, and undertake an audit of the access infrastructure to each site. Prepare implementation plans for improvement where appropriate.	Medium		NHSG	N, ACC/AC
165	H&T	In advance of any future relocation of health services, define how patient and visitor transport requirements would change then use accessibility tools to understand the patient/visitor transport consequences of the proposals, and work with partners to overcome any problems as appropriate.	When required		NHSG	N, ACC/AC SAS
181	TPS	Continue to support and co-ordinate the development of Travel Plans by Public and Private Sector employers in north east Scotland through the North East Travel Plan Group. Work to promote Private Sector Travel Plans through publication of 'Travel Plans: A Guide for Businesses in Aberdeen City and Shire' booklet, and the promotion of a standard format for travel planning either through a web based or paper format to be decided by the partnership. Offer free advice and assistance to businesses producing a Travel Plan.				
182	TPS	Continue to support the work carried out by both Local Authorities in promoting and developing Travel Plans for schools in the area. Work in close liaison with School Travel Plan Coordinators through the North East Travel Plan Group to ensure seamless approaches are taken to school travel and to raise awareness of transport.				

APPENDIX 4

Delivery Plan - Liaison / Collaboration

scheme id	Source	Action/ Project	Timescale	Total Costs (£1,000's)	Lead Agency	Other Involvement
228	BAP	Staff travel plans for Bus Action Plan Stakeholders				
		NHS Grampian				
168	H&T	Continue to roll out measures which reduce the need for patient and staff travel to healthcare services, such as telemedicine and the self-care.	On-going		NHSG	
169	H&T	Engage with the Scottish Ambulance Service (SAS) to understand how the proposed changes to NEPTS eligibility criteria could affect unmet need and/or demand for other transport modes.	Short		NHSG	SAS
171	H&T	Assist the SAS to ensure the medical criteria for NEPTS are fully adhered to at all stages in the healthcare cycle, including subsequent referrals, and that the number of non-essential journeys are minimised. Ensure that relevant front-line NHSG staff are aware of the implications of inappropriate referrals to or use of the SAS	Short		NHSG	SAS
174	H&T	Ensure that relevant information on transport options is provided to patients and visitors and there are no gaps in accessibility as a result of the policy. Develop a pilot of an integrated transport and appointment booking system whereby appointments are made at locations and times that are accessible by the patient and that relevant transport information, including, if appropriate, community transport provision is provided with appointment cards. Information should also include, if appropriate, visitor hours and information on travel options. Promote wider roll out of system and consider inclusion of ticketing options if pilot is successful.	Medium		NHSG	N, ACC/AC, Community Transport Providers, Traveline Scotland
175	H&T	Ensure that NHSG recognises its role as a transport demand generator and promotes wider objectives for sustainable transport through increased awareness and encouragement of staff, patients and visitors to travel by sustainable means wherever possible. Information on how to access every NHSG site, including primary healthcare locations, by sustainable transport modes to be available at those locations and elsewhere as appropriate and front-line NHSG staff, as appropriate, are aware of their potential to promote more sustainable transport choices.	On-going		NHSG	N
		Sub Total		**30,080**		

APPENDIX 5

LIST OF GRAPHS

Total Spend per year (stacked by project theme)
Nestrans Spend per year (stacked by project theme)

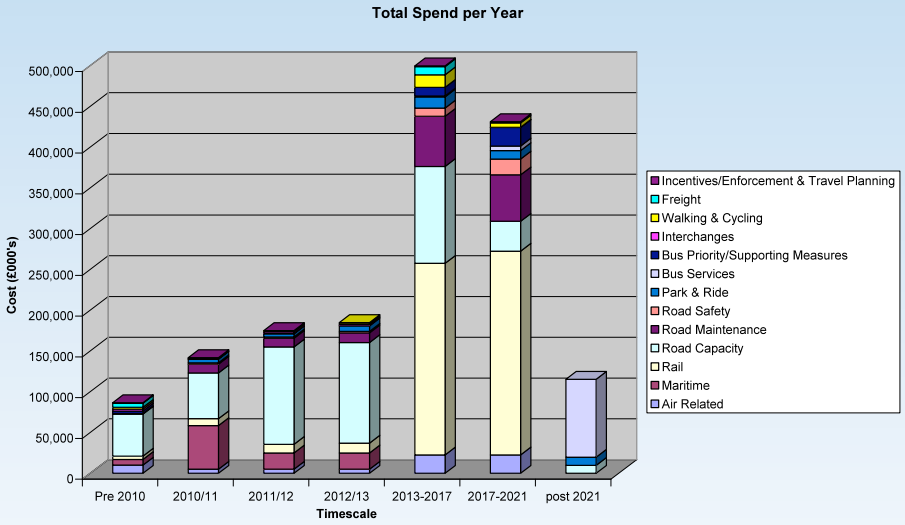
Total Spend by project theme (stacked by year of spend)
Nestrans Spend by project theme (stacked by year of spend)

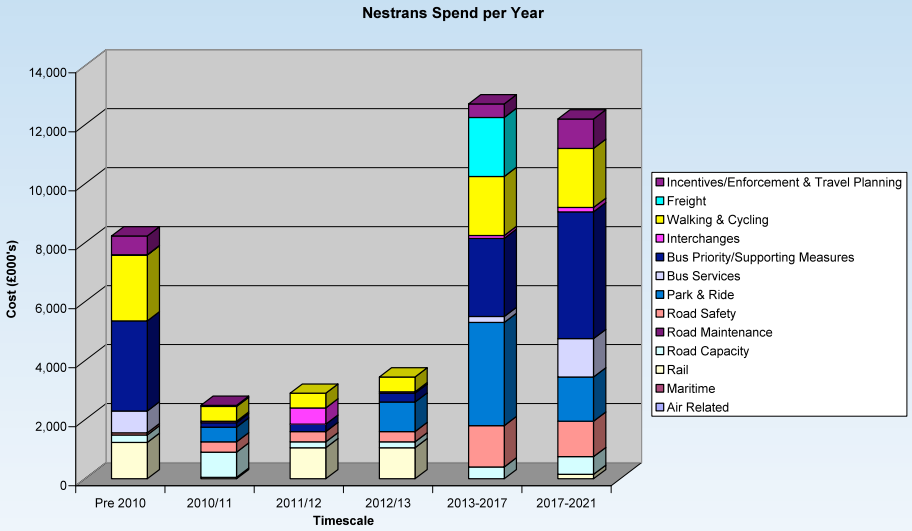
Total Spend by project theme (stacked by project level)
Nestrans Spend by project theme (stacked by project level)

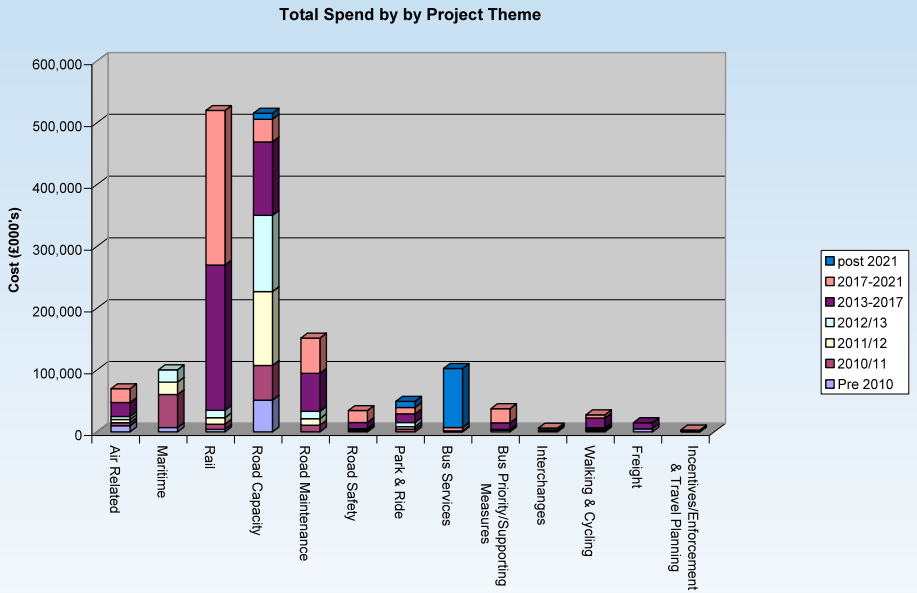
National Projects by project theme (stacked by year of spend)
Regional Projects by project theme (stacked by year of spend)
Local Projects by project theme (stacked by year of spend)

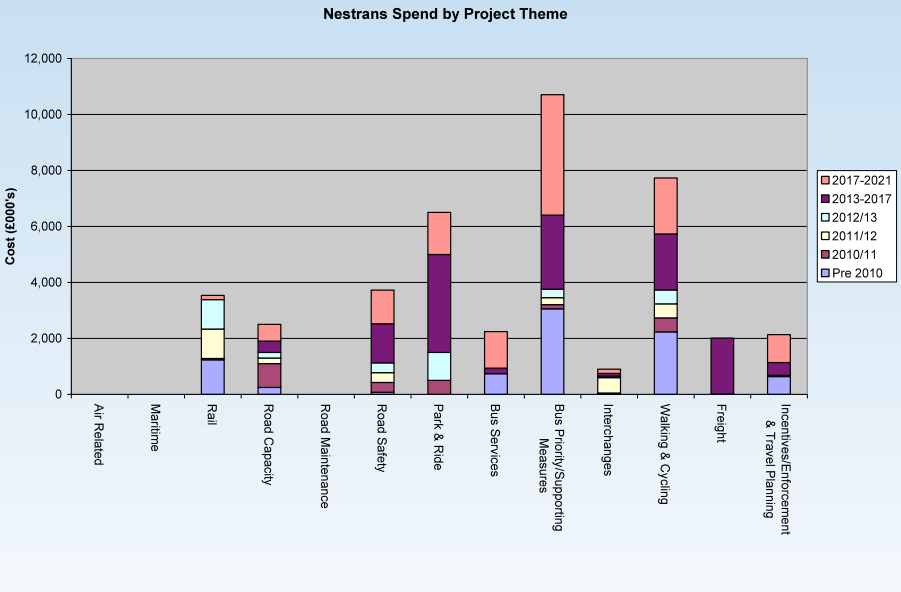
Total Spend by project theme (stacked by lead partner)

APPENDIX 5

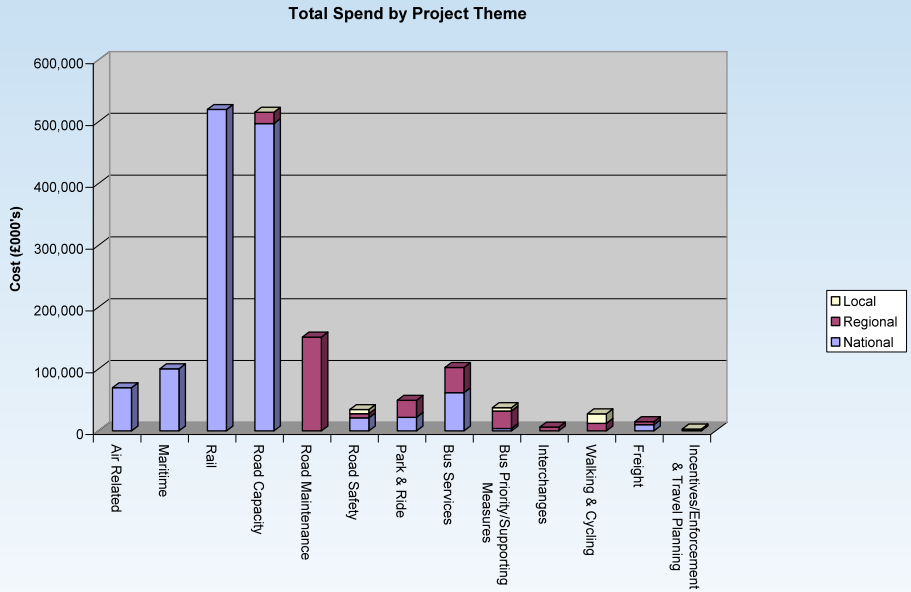

Total Spend per Year
Cost (£000's)
500,000
450,000
400,000
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Pre 2010
2010/11
2011/12
2012/13
2013-2017
2017-2021
post 2021
Timescale
Incentives/Enforcement & Travel Planning
Freight
Walking & Cycling
Interchanges
Bus Priority/Supporting Measures
Bus Services
Park & Ride
Road Safety
Road Maintenance
Road Capacity
Rail
Maritime
Air Related

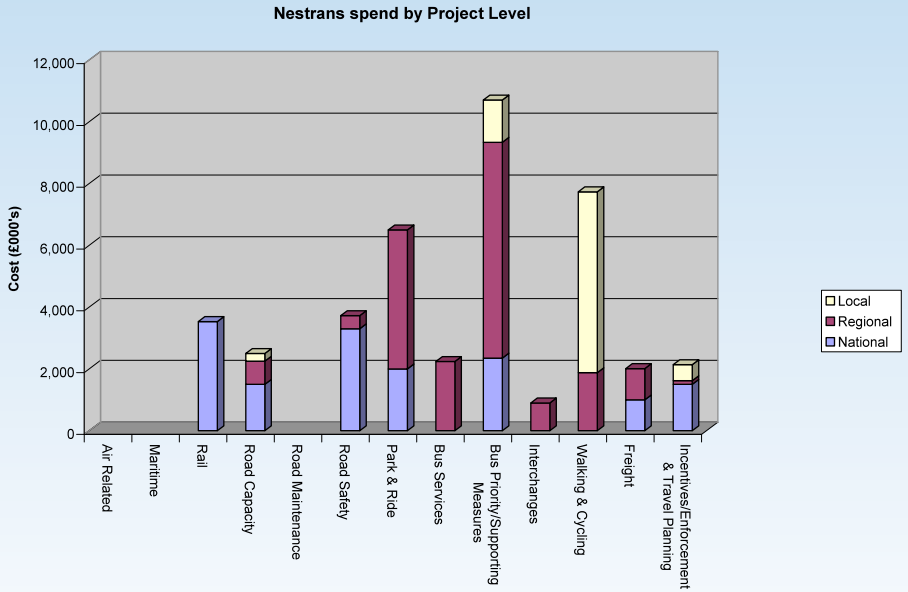

Nestrans Spend per Year
Cost (£000's)
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Pre 2010
2010/11
2011/12
2012/13
2013-2017
2017-2021
Timescale
Incentives/Enforcement & Travel Planning
Freight
Walking & Cycling
Interchanges
Bus Priority/Supporting Measures
Bus Services
Park & Ride
Road Safety
Road Maintenance
Road Capacity
Rail
Maritime
Air Related

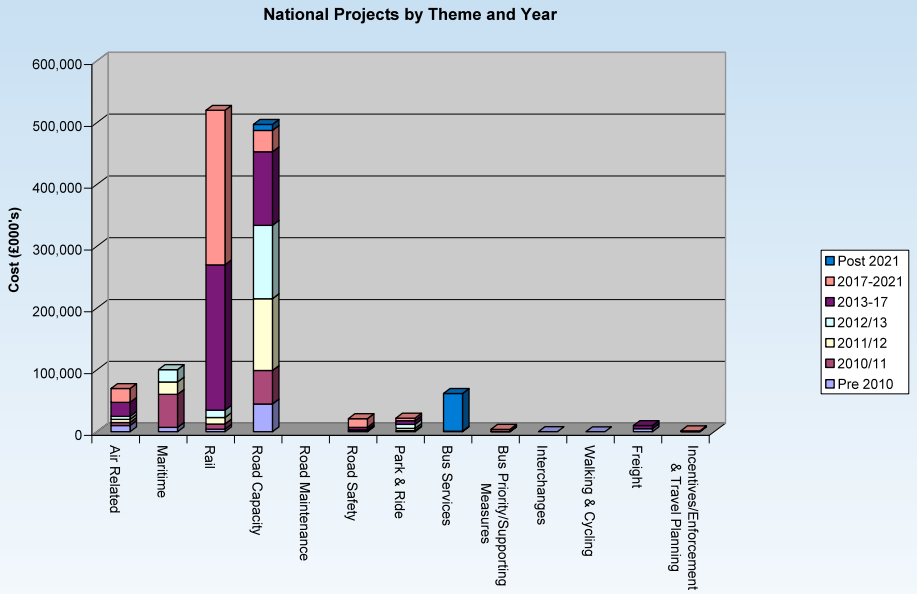

Total Spend by by Project Theme
Cost (£000's)
600,000
500,000
400,000
300,000
200,000
100,000
0
Air Related
Maritime
Rail
Road Capacity
Road Maintenance
Road Safety
Park & Ride
Bus Services
Bus Priority/Supporting Measures
Interchanges
Walking & Cycling
Freight
Incentives/Enforcement & Travel Planning
post 2021
2017-2021
2013-2017
2012/13
2011/12
2010/11
Pre 2010

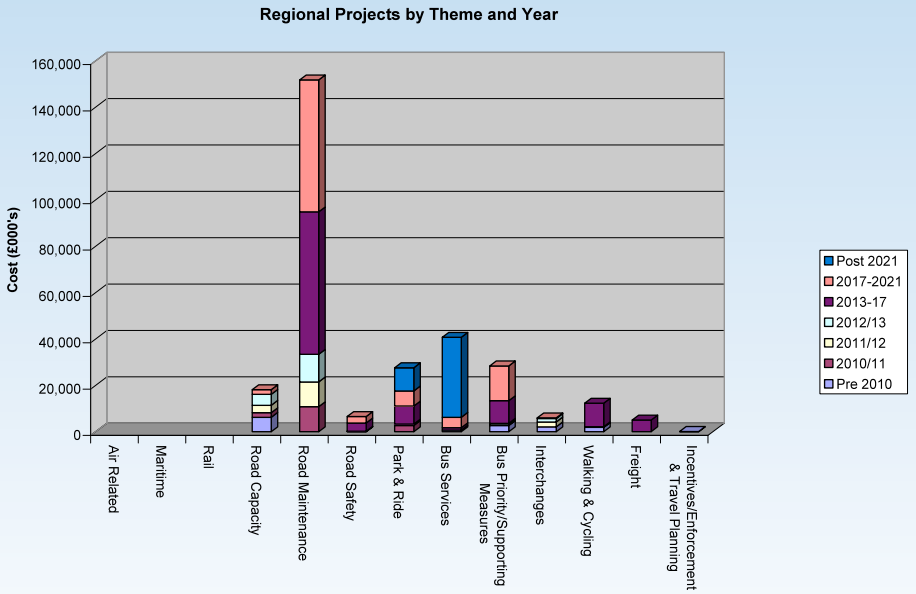

Nestrans Spend by Project Theme
Cost (£000's)
12,000
10,000
8,000
6,000
4,000
2,000
0
Air Related
Maritime
Rail
Road Capacity
Road Maintenance
Road Safety
Park & Ride
Bus Services
Bus Priority/Supporting Measures
Interchanges
Walking & Cycling
Freight
Incentives/Enforcement & Travel Planning
2017-2021
2013-2017
2012/13
2011/12
2010/11
Pre 2010

APPENDIX 5


Total Spend by Project Theme
Cost (£000's)
600,000
500,000
400,000
300,000
200,000
100,000
0
Air Related
Maritime
Rail
Road Capacity
Road Maintenance
Road Safety
Park & Ride
Bus Services
Bus Priority/Supporting Measures
Interchanges
Walking & Cycling
Freight
Incentives/Enforcement & Travel Planning
Local
Regional
National

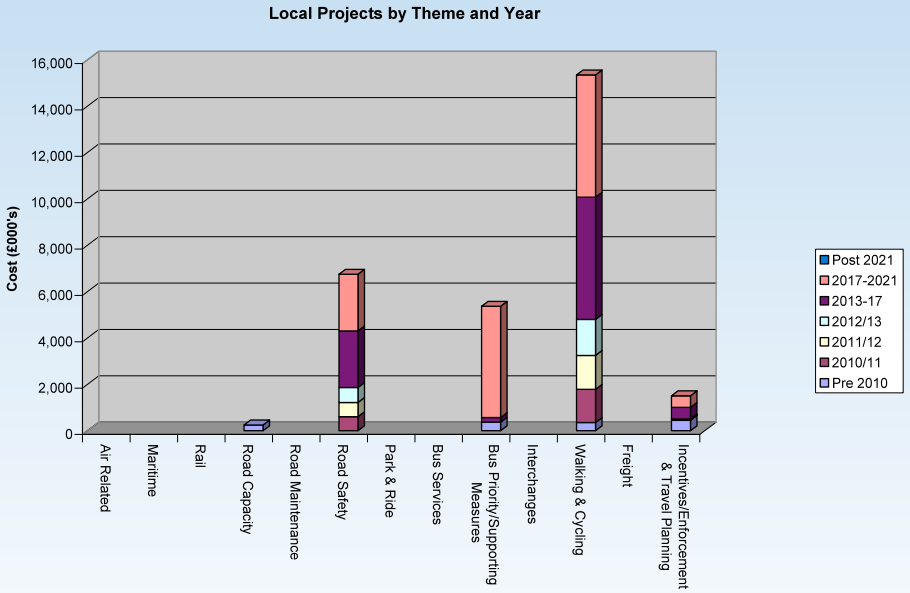

Nestrans spend by Project Level
Cost (£000's)
12,000
10,000
8,000
6,000
4,000
2,000
0
Air Related
Maritime
Rail
Road Capacity
Road Maintenance
Road Safety
Park & Ride
Bus Services
Bus Priority/Supporting Measures
Interchanges
Walking & Cycling
Freight
Incentives/Enforcement & Travel Planning
Local
Regional
National

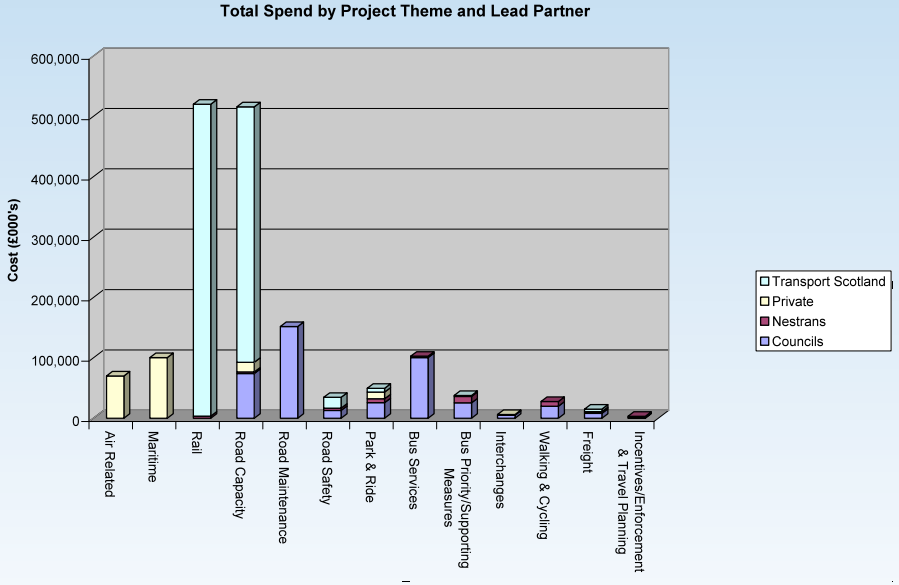

National Projects by Theme and Year
Cost (£000's)
600,000
500,000
400,000
300,000
200,000
100,000
0
Air Related
Maritime
Rail
Road Capacity
Road Maintenance
Road Safety
Park & Ride
Bus Services
Bus Priority/Supporting Measures
Interchanges
Walking & Cycling
Freight
Incentives/Enforcement & Travel Planning
Post 2021
2017-2021
2013-17
2012/13
2011/12
2010/11
Pre 2010


Regional Projects by Theme and Year
Cost (£000's)
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Air Related
Maritime
Rail
Road Capacity
Road Maintenance
Road Safety
Park & Ride
Bus Services
Bus Priority/Supporting Measures
Interchanges
Walking & Cycling
Freight
Incentives/Enforcement & Travel Planning
Post 2021
2017-2021
2013-17
2012/13
2011/12
2010/11
Pre 2010

nestrans

APPENDIX 5


Local Projects by Theme and Year
Cost (£000's)
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
Air Related
Maritime
Rail
Road Capacity
Road Maintenance
Road Safety
Park & Ride
Bus Services
Bus Priority/Supporting Measures
Interchanges
Walking & Cycling
Freight
Incentives/Enforcement & Travel Planning
Post 2021
2017-2021
2013-17
2012/13
2011/12
2010/11
Pre 2010


Total Spend by Project Theme and Lead Partner
Cost (£000's)
600,000
500,000
400,000
300,000
200,000
100,000
0
Air Related
Maritime
Rail
Road Capacity
Road Maintenance
Road Safety
Park & Ride
Bus Services
Bus Priority/Supporting Measures
Interchanges
Walking & Cycling
Freight
Incentives/Enforcement & Travel Planning
Transport Scotland
Private
Nestrans
Councils

APPENDIX 6

LINKS TO NATIONAL OUTCOMES AND SINGLE OUTCOME AGREEMENTS

Introduction

The Regional Transport Strategy supports both the National Outcomes as set out by Scottish Government and the Local Objectives of Aberdeen City and Aberdeenshire Councils as set out in their Single Outcome Agreements. By containing the projects to achieve the aims of the RTS, the Delivery Plan therefore also assists in achieving both National and Local objectives.

National Outcomes

The National Outcomes defined by the Government are as follows:

1. We live in a Scotland that is the most attractive place for doing business in Europe
2. We realise our full economic potential with more and better employment opportunities for our people
3. We are better educated, more skilled and more successful, renowned for our research and innovation
4. Our young people are successful learners, confident individuals, effective contributors and responsible citizens
5. Our children have the best start in life and are ready to succeed
6. We live longer, healthier lives
7. We have tackled the significant inequalities in Scottish society
8. We have improved the life chances for children, young people and families at risk
9. We live our lives safe from crime, disorder and danger
10. We live in well-designed, sustainable places where we are able to access the amenities and services we need
11. We have strong, resilient and supportive communities where people take responsibility for their own actions and how they affect others
12. We value and enjoy our built and natural environment and protect it and enhance it for future generations
13. We take pride in a strong and inclusive national identity
14. We reduce the local and global environmental impact of our consumption and production
15. Our public services are high in quality, continually improving, efficient and responsive to local people's needs

Linkages

The following table summarises the linkage between the main project themes within the Delivery Plan, the RTS Strategy Strands the projects aim to deliver and the National Outcomes they assist the Single Outcome Agreements of both Councils in achieving.

Delivery Plan Project Theme	RTS Sub Strategy Strands	Contributes to National Outcome	Comments
Air Related	EC5 - Connections by air • Support expansion of direct destinations from Aberdeen and frequency of popular services. • Support runway extension to facilitate wider range of destinations and more efficient, modern aircraft. • Ensure protection of slots for Aberdeen services at key hubs such as London Heathrow. IC7 - Airport Surface Connections • Facilitate an Express Bus Service to provide a dedicated, high-frequency service between Aberdeen City Centre and other key locations and the airport and enhanced regional connections. • Support a shuttle bus between Dyce station and the airport terminal. • In the longer term, explore a fixed link from Aberdeen City Centre to the airport, providing fast, reliable journey times, either as an addition to Crossrail or as a guided bus route.	1,2 (10)	Better connections by air will assist in improving connectivity to and within the North East and thus enhance the quality of life and economic competitiveness of the area by making the movement of goods and people more efficient and reliable and reducing peripherality. Improving surface access connections will increase accessibility to the airport by sustainable modes thus promoting social inclusion and increase connections to key economic centres further improving the competitiveness and attractiveness of the area.

APPENDIX 6

Delivery Plan Project Theme	RTS Sub Strategy Strands	Contributes to National Outcome	Comments
Maritime	EC4 - Connections by sea • Closer joint working through North East Ports Forum. • Improved access to ports and interchange with passenger ferries. • Development of new freight and passenger services. IC8 - Port Surface Connections • Support measures to improve access to port facilities. • Facilitate improved interchange between the Aberdeen ferry terminal and bus and rail stations.	1,2 (10)	Better connections by sea will assist in improving connectivity to and within the North East and thus enhance the quality of life and economic competitiveness of the area by making the movement of goods and people more efficient and reliable and reducing peripherality. Improving surface access connections will increase accessibility to the harbours and ports within the north east and promote social inclusion. By enhancing modal choice, this will also help reduce the effects of transport on the environment.
Rail	EC1 - Rail links and services • Reducing journey times to Edinburgh and Glasgow, and further south. • Improved train capacity, comfort and reliability. • Support for High Speed Rail connections to London, which benefit the north east. IC1 - Rail • Increased frequency of services between Inverurie-Aberdeen-Stonehaven through Aberdeen Crossrail and improved services to Inverness. • New station openings in the City and Aberdeenshire as part of Aberdeen Crossrail.	1,2 (10,12,14)	Better connections by rail will assist in improving connectivity to and within the North East and thus enhance the quality of life and economic competitiveness of the area by making the movement of goods and people more efficient and reliable and reducing peripherality. Developing the existing passenger rail network will increase accessibility to employment, education and services, therefore promoting social inclusion and improving economic competitiveness. Encouraging sustainable travel will also help reduce the effects of transport on the environment.

Delivery Plan Project Theme	RTS Sub Strategy Strands	Contributes to National Outcome	Comments
Road Related			
Road Capacity	EC2 - Strategic roads • Overcoming constraints on the network that have a direct impact on travel to/from the north east, such as the A90 through Dundee. IC2 - Road Improvements • Strategic Roads Capacity improvements – tackling constraints at A90 Ellon - Peterhead, A96 west of Inverurie, Haudagain junction, Access to Aberdeen from the south, and at other junctions serving Aberdeenshire towns. • Car share lanes – trialling priority lanes for cars with multiple occupancy.	1,2,10	Better connections by road will assist in improving connectivity for all road users to and within the North East and make the movement of goods and people more efficient and reliable and reduce peripherality. Overcoming the constraints on the strategic road network will also deliver safety benefits. Reducing journey times and increasing safety and reliability will assist the quality of life and economic competitiveness of the north east and bring health benefits through reducing poor air quality resulting from standing traffic and the diversion of traffic to inappropriate routes. High occupancy vehicle lanes could further assist in reducing emissions.
Road Maintenance	IC2 - Road Improvements • Prioritised maintenance for strategic routes, with particular benefits for public transport and sustainable modes.	1,2,9,10,12	Quality improvements will bring benefit to all road users. Increasing safety and reliability will assist the quality of life and economic competitiveness of the north east.
Road Safety	IC2 - Road Improvements • Strategic Roads Safety improvements – alignment and junction improvements on A90 south. Overtaking, junction and alignment improvements on A90 north and A96. Route Action on A92, A93, A944, A947.	1,2,9,10,12	Safety improvements will bring benefit to all road users. Increasing safety and reliability will assist the quality of life and economic competitiveness of the north east.

Delivery Plan Project Theme	RTS Sub Strategy Strands	Contributes to National Outcome	Comments
Bus Related			
Park & Ride	EC3 - Inter-regional Bus and Coach travel • Support further development of inter-regional bus and coach travel between the north east and other Scottish towns and cities and further afield. Explore possible links to Park and Ride sites. IC3 - Bus Improvements • Expand Park and Ride provision linked to the development of the AWPR.	1,2,10,14 (7,12)	Park & Ride/Park & Choose will help make this sustainable mode more attractive thus reducing congestion and environmental impact. Increasing accessibility to employment, education and services will promote social inclusion and increase economic benefits and quality of life.
Bus Services	EC3 - Inter-regional Bus and Coach travel • Support further development of inter-regional bus and coach travel between the north east and other Scottish towns and cities and further afield. Explore possible links to Park and Ride sites. IC3 - Bus Improvements • Explore Rapid Transit options such as guided busways and the Super Bus concept. IC4 - Demand Responsive Transport • Support extension of 'Dial-a-Bus' and similar services to serve those unable to access conventional buses and to link with scheduled bus services. • Support community transport providers and encourage development of services. • Seek to ensure that taxis are provided in an efficient and effective way, which meets the needs of customers.	1,2,10,11, 14 (7,12)	Bus service improvements will help make this sustainable mode more attractive thus reducing congestion and environmental impact. Increasing accessibility to employment, education and services will also promote social inclusion and increase economic benefits and quality of life. DRT services promote social inclusion and help improve accessibility to services (including health-care), particularly for those in rural areas where communities can help to provide vital support

Delivery Plan Project Theme	RTS Sub Strategy Strands	Contributes to National Outcome	Comments
Bus Priority/ Supporting Measures	IC3 - Bus Improvements • Quality bus corridor improvements to services and facilities. • Extend bus priority measures on key routes to enable buses to beat congestion. • Further develop real-time information systems to expand coverage across Aberdeen City and Shire.	1,2,10,14 (7,12)	Bus improvements such as service quality, frequency and reliability will help make this sustainable mode more attractive thus reducing congestion and environmental impact. Increasing accessibility to employment, education and services will promote social inclusion and increase economic benefits and quality of life.
Interchange	IC5 - Transport Interchange • Maximising interchange potential of Guild Street development and link with Union Street and support enhancement of other interchange points in Aberdeen. • Implement city centre shuttle bus and explore potential for future 'Micro-Light' tram. • Support further improvements to interchange facilities in Aberdeenshire towns, in particular building on developments at Inverurie, Peterhead and Banchory. • Work with operators to develop integrated ticketing across services and operators in the north east.	(1,10,14)	Effective interchange between different services and modes that is safe and secure can encourage use of public transport and realise the social, accessibility, environmental and active travel health benefits this brings. They can act as gateways to the region and support the place competitiveness of the north east.
Walking and Cycling	IC6 - Walking and Cycling • Support investment in measures to increase safety and security of walking and in particular to facilitate interchange between different modes of transport. Urban realm improvements to improve the pedestrian environment. • Support the extension of low speed zones, particularly where it improves the environment for pedestrians and cyclists and increases safety for children. • Continued development of cycle routes on key routes within Aberdeenshire, into Aberdeen and on routes through the City.	9,10,12,14 (1,2,5,6)	Encouraging greater walking and cycling through route development and security improvements can help achieve accessibility, health, social inclusion, safety and environmental benefits thus increasing the quality of life and attractiveness of the area.

APPENDIX 6

Delivery Plan Project Theme	RTS Sub Strategy Strands	Contributes to National Outcome	Comments
Freight	IC9 - Freight • Support the development of modern intermodal freight terminals to provide future capacity for rail freight expansion. • Investigate potential for measures to provide more reliable journey times for HGVs and identify a trial route for implementation of priority measures.	1,2 (10)	Improving journey times and reliability will enhance the economic competitiveness and attractiveness of the area, whilst developing rail freight can also provide environmental benefits.
Travel Planning	TB1 - Promoting Travel Planning and Travel Awareness • Implementation and future development of Nestrans' Travel Planning Strategy. • Continue to provide support through the Sustainable Travel Grants Scheme • Encourage increased up-take of car-sharing	1 (2,7,10,11, 12,14)	Encouraging sustainable modes can help achieve accessibility, social inclusion, health and environmental benefits and enhance the quality of life and attractiveness of the area.
	TB2 - Promoting Active Travel • Encourage more people to walk and cycle more often. • Work with NHS Grampian and Community Planning Partnerships to promote the benefits of active travel and achieve objectives for a healthier population.	6,12,14 (1,5,11)	Increasing active travel can bring both health and environmental benefits, enhancing the quality of life and attractiveness of the area. Indirectly this can aid the economy if fewer days are lost to ill health and congestion is reduced thus aiding business travel.
	TB3 - Improving Safety • Work with the Councils, Emergency Services and others to promote road safety as part of a comprehensive approach covering Education, Engineering, Enforcement and Encouragement measures. • Improve security for users of public transport services and interchanges.	6,9,15 (1,5)	Working with partners to improve safety and security will help make the North East a safer place to live and travel in and can help encourage sustainable modes.

APPENDIX 6

Delivery Plan Project Theme	RTS Sub Strategy Strands	Contributes to National Outcome	Comments
Incentives and Enforcement	IE1 - Changing Choices through Incentives & Partnerships • Work with operators to identify possible fare incentives to encourage increased bus use, particularly where this enables access to employment or training. • Through the Local Authorities/Bus Operators Forum (LABOF) continue to develop the Quality Partnership for Public Transport and consider introducing Punctuality Improvement Partnerships. • Support measures which encourage uptake of alternative fuels, particularly by public transport providers, to build on the north east's role as an energy hub.	2,15 (1,3,7,8,10)	Working with partners to encourage use of bus travel can help achieve the accessibility, social inclusion and environmental benefits that greater use of this sustainable mode can bring. Promotion of alternative fuels can also bring environmental benefits and help grow the areas role as an alternative energy capital.
	IE2 - Using Enforcement • Support enforcement of vehicle emission standards to improve air quality, in Aberdeen City Centre and towns across the north east. • Support measures to enforce speed limits to improve road safety and reduce carbon emissions. Promote the establishment of a Casualty Reduction Partnership to support NESCAMP's activities and support the trial of average speed cameras.	12,14,15 (6,8,9)	Realising the environmental, health and safety benefits of working with partners to support enforcement of emission standards and speed limits will also increase the quality of life and attractiveness of the north east
	IE3 - Parking • Develop a Regional Parking Strategy to ensure a coherent approach to parking controls and standards across the north east. • Support enforcement of parking restrictions, particularly where these exist to support strategic traffic movements, bus / pedestrian priority and road safety. • Investigate the potential for parking incentives to encourage use of small or multi-occupancy vehicles.	(10,12)	Working in partnership with local authorities to develop a region wide strategy will provide a consistent policy, the enforcement of which can reduce congestion and improve safety. Encouraging car share and use of smaller, more fuel efficient vehicles can achieve environmental benefits.

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