NESTRANS ANNUAL REPORT 2008/09

BUSINESS PLAN 2009/10

nestrans

The Transport Partnership for Aberdeen City and Shire

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Councillor Kevin Stewart
Chair of Nestrans

FOREWORD

The year 2008/09 has been a year of significant advancement in transport for the North East of Scotland. Nestrans and our partner bodies, Aberdeen City and Shire Economic Futures, Strategic Development Planning Authority and Aberdeen City and Shire Councils, have been collaborating to ensure that the policies covering development in the North East are fully aligned across the public sector.

This collaboration has also been extended to working across other public sector bodies and the private sector including the Grampian Health Board, Aberdeen Airport, Aberdeen and Peterhead Harbours, Business Groups and Community Planning Partners to develop a joint North East view and vision to present to Scottish Government.

This approach has helped to clarify how the North East wishes to move forward in attempting to achieve our aims as part of the Scottish Government's sustainable economic growth agenda. As a result of this collaboration and policy alignment clarification our policies at local and regional level have been reflected in Scottish Government's national policies as articulated in their national documents, the National Planning Framework 2 and the Strategic Transport Projects Review.

Nestrans are now in discussion with Transport Scotland and Scottish Government about how the projects identified within the Strategic Transport Projects Review and the Regional Transport Strategy can be taken forward to delivery as early as possible.

Our own Regional Transport Strategy was submitted to Ministers on 1 May 2008 and received approval in summer 2008. This is now a statutory document which other public bodies must take into account when setting their own policies and priorities. It is a pragmatic document building upon the Modern Transport System policies previously in place. It sets out a series of policies and projects to deliver a transport system to support the sustainable development aspirations of our Economic Development and Structure Plan partners. We believe it is achievable and that the new national policies within the National Planning Framework 2 and Strategic Transport Projects Review will assist us in delivering it.

In last year's annual review I listed a number of areas where we wished to see progress and this year I am pleased to say that there has been progress in all of those areas. We have seen progress in Laurencekirk and Kintore Stations, extra

trains between Inverurie and Aberdeen, advancement of the Aberdeen Western Peripheral Route and the Balmedie to Tipperty schemes, a proposal for improving Haudagain has been presented to the Minister for Transport, variable message signs to improve information for motorists installed, structural repairs to roads and bridges underway, a new Dyce shuttle bus in operation, improvements on Dyce Drive, the airport runway re-surfacing contract underway possibly including the runway extension, improvements at Aberdeen and Peterhead Harbours and developments on our core paths and cycling network. In addition works have been undertaken in preparation for improving walking in the city centre, Wellington Road dualling on this busy freight route and public transport interchanges completed across Aberdeenshire. Our Bus, Freight and Health and Transport Action Plans have been completed and projects arising from these and other studies that have been completed are now being developed.

Nestrans has also been working with colleague Regional Transport Partnerships across Scotland to increase collaboration between the partnerships and the Convention of Scottish Local Authorities. These bodies have set up a joint Task Group to discuss transport issues at both local and regional level and take these issues forward together for discussion with the Scottish Government. One of the issues currently being considered is funding of transport across Scotland and further discussions are planned between all levels of transport interests.

One potential source of funding is the European Union and Nestrans has joined with Aberdeen City and Shire Councils in a Motorways of the Sea project to assess how to improve sea shipping within the tight constraints of existing harbours. Nestrans is also working in partnership with Aberdeen City Council and Robert Gordon University to develop a bid to investigate ways of reducing the carbon output from transport particularly in the city centre.

Nestrans is also involved in Community Planning as a member of both the Aberdeen City and Shire Community Planning Partnerships. This year the Single Outcome Agreements are between the Community Planning Partnerships and the Scottish Government and as such Nestrans will be a signatory to the agreements. Although none of the 15 national outcomes are directly related to transport, transport is a contributor to achieving 13 of the 15 outcomes. This was highlighted at the City Partnership event where transport was raised as an issue at many of the workshops.

Travel Planning has been developed with the publication of a 10 year Travel Plans Strategy for the North East and the creation of an on-line Travel Plan builder and monitoring system, the first time this has happened in the United Kingdom. This is being promoted with a new brand, GetAbout, a website and a programme of promotional events. This partnership for travel Plans in the North East is made up of nine organisations working together to promote sustainable travel.

Looking to this coming year, we have to view it in light of some significant changes, including the Strategic Transport Projects Review and the Government's commitment, recently reiterated by the Minister for Transport to the Board, to a number of significant projects. This will include a decision on the Aberdeen Western Peripheral Route, a decision on the Haudagain junction and the reporting of the Balmedie to Tipperty Public Local Inquiry. The Board's budget for this coming year adds emphasis to improving road safety as well as progressing our priority projects of Kintore Station and the strategic Park and Ride Car Parks.

We are also investigating the possibility of a High Occupancy Vehicle lane and Large Vehicle Lane on Stonehaven Road and Wellington Road respectively.

There is therefore the possibility of moving towards an exciting period of real change and development for transport in our region and I intend to ensure that Nestrans and our partners continue to progress this potential into a reality.

EXECUTIVE SUMMARY

Since the development of the Modern Transport System and the subsequent development of the Regional Transport Strategy there has been considerable change in the environment in which Nestrans works, the policy background in which it operates and the way in which it operates. However through this period of change there has been considerable progress in delivering projects on the ground and advancing other projects towards construction or implementation.

There have been changes in the following areas:

Change	Impact
Aberdeen City and Shire Economic Futures Economic Development Manifesto and Building on Energy Action Plan	The publication of these documents highlighted the business sector's desire to deliver a sustainable community and made clear their vision that a fully integrated transport system was key to being able to deliver that future prosperity. Nestrans has been able to feed into the discussion to ensure that these policies align with the Regional Transport Strategy.
Aberdeen City and Shire Structure Plan and the region's Local Development Plans	The Structure Plan was approved by Scottish Ministers on 14th August 2009. Nestrans has been able to feed into its development to ensure the alignment of policies between the Plan and the ACSEF documentation. Nestrans is also involved in the development of the important Local Development Plans.
Local Government concordat	The concordat has changed the way in which Nestrans is funded to deliver the Regional Transport Strategy with capital funding now being requested from Aberdeen City and Shire Councils.
Community Planning	The Single Outcome Agreements are now agreements between Scottish Government and the two Community Planning Partnerships. Nestrans, as a Community Planning Member of both Partnerships has been able to assist in the development of the SOA's both last year and this year where we will be a signatory to the agreements.
National Planning Framework 2	This document has now been published. Nestrans were involved in the stakeholder group to ensure that the national planning and regional/ local planning views aligned.
Strategic Transport Projects Review	This major piece of work by the Scottish Government fully reflects at national level the policies and projects within the regional documentation, taking a number of our identified projects to national importance level.
Climate Change Bill	The Climate Change targets set by the Scottish Government add emphasis to Nestrans' active travel and travel planning policies and policies on reducing the need to travel in both the Structure Plan and the Regional Transport Strategy.

At this time of major change in the context within which we work there have been a number of significant achievements in the transport field. These include:

Achievement	Impact
Re-opening of Laurencekirk Station	Increased choice of travel, more environmentally friendly option available leading to reduced numbers of vehicles on A90.
New bus stations opened at Peterhead and Aberdeen	Increased comfort for passengers, warm friendly waiting areas encouraging mode shift.
A new strategic bus link between Dyce railway station and Aberdeen Airport introduced	Increased options for public transport journeys to access the airport, also serves as an option for commuting to major industrial estates. This service continues to show steady growth.
New rail freight facilities completed at Raiths Farm Craiginches and at Waterloo. Gauge enhancement, Elgin to Mossend completed.	Increases option for rail freight
Enhanced rail timetable, Aberdeen to Inverurie and Aberdeen to Edinburgh	Increased rail passenger numbers and reduced overcrowding. Increased passenger numbers at all NE stations
Bus route development grant improvements funded by Aberdeen City and Shire Councils on Stonehaven and Banchory/ Aberdeen services and No5 route in City	Increases in passenger numbers of between 20 and 40%
Aberdeen Western Peripheral Route Public Local Inquiry completed by Transport Scotland and Aberdeen City and Shire Councils	Statutory processes being completed and necessary advanced works/ land purchase being undertaken
Commitment gained from Scottish Government to A90 Balmedie to Tipperty, Haudagain and Aberdeen to Inverness rail improvements.	Projects being advanced by Scottish Government. Preferred option study for Haudagain delivered to Scottish Ministers.
Commitment to North East projects included in Scottish Governments Strategic Transport Projects Review	Kintore station, Inveramsay Bridge and A96 and A90 Park and Ride included as national priorities. Park and Ride schemes being taken forward to Planning Application stage by Local Authorities.

Achievement	Impact
Bus, Freight and Health and Transport Action Plans completed, Aberdeen Access from the South and AWPR Locking in the benefits studies completed. Rail and Aberdeen Access from the North studies underway.	Projects to deliver the aims of the Regional Transport Strategy have been identified and prioritised. A Delivery Plan across all modes and studies is being prepared.
Nestrans initiated the Getabout Partnership, a group of nine public sector employers in the area to promote Active Travel and Travel Planning	Encouraging sustainable and active travel

In addition Nestrans has been concerned to ensure that the North East view has been heard and taken into account on a number of UK wide initiatives. These include:

Initiative	Impact
Competition Commission British Airports Authority review	Nestrans along with other North East bodies presented a joint view on the importance of ensuring investment at Aberdeen Airport and succeeded in amending the proposals to reflect this view.
Department for Transport's proposals for Economic Regulation of Airports	Nestrans along with other North East bodies were able to influence these proposals to ensure that the issues affecting Aberdeen Airport were fully taken into account.
Office of Rail Regulator's proposals for increas-ing capacity on the East Coast Main Line	Nestrans with partner Regional Transport Partnerships in the north of Scotland and Transport Scotland were able to highlight the importance of this route to the North of Scotland ensuring that the proposals didn't affect our services.
High Speed Rail	Nestrans are involved with the Scottish Government's High Speed Rail Stakeholders Group to ensure that the benefits of High Speed Rail are available to the whole of Scotland.
Office of Fair Trading Local Bus Service Market Study	Nestrans is contributing to the OFT's study into the impact of competition on bus services.

In the coming period Transport Projects include:

- Start the construction of AWPR
- Improved access to the airport and surrounding Industrial Estates
- Develop proposals for the Aberdeen to Inverness railway including Kintore station
- Detailed proposals for A90 and A96 Park and Ride sites
- Hold the Public Local Inquiry into Balmedie to Tipperty
- Start detailed design work on Haudagain
- Start work on airport runway extension
- Peterhead and Aberdeen Harbour improvements
- Improved routes for walking and cycling

Other policy areas for consideration include:

- Complete the Nestrans Delivery Plan
- Assist in the development of the Local Development Plans
- Improve communication of benefits to the general public
- Continue to lobby Government on strategic importance of key transport links to our region

The benefits that we are trying to achieve for our area include:

- A reduction of traffic in the City similar to when the schools are closed
- Priority for traffic entering or leaving the city rather than cross city traffic (when AWPR is open)
- Improved bus reliability
- More Park and Ride and active travel choices
- Increased rail choice and shorter journey time to the central belt
- Easier airport access
- Increased range of direct flights due to extended runway
- Quicker and safer journeys on all modes

In the current financial climate it is prudent to explore other sources of funding. Nestrans has in the past brought in other funding through partnerships with other parties. This has included:

- Jointly funding further development of the Health and Transport Action Plan with Grampian Health Board
- Jointly funding projects and studies with constituent local authorities and Transport Scotland.
- Jointly funding implementation of short term projects recommended within the Dyce Dr/Argyll Road Study with BAA to improve access to/from the airport and implementation of the Dyce Shuttle bus
- Jointly funding two European Interreg4 Initiatives with Aberdeen City and Shire Councils and Robert Gordon University
- Jointly funding a study with the North East Scotland Rail Freight Development Group to identify measures required to encourage transfer of waste recyclate to rail

PERIOD COVERED BY THE ANNUAL REPORT AND BUSINESS PLAN 01

The Annual report provides a review of the financial year 2008/09 and follows the previously published combined Annual Report 07/08 and Business Plan 2008/09. The Business Plan looks forward to the financial year 2009/10.

This document is an interim Business Plan pending the completion of the Nestrans Delivery Plan following the supplementary guidance received in the Cabinet Secretary's letter of 7 January 2008.

REVIEW OF THE YEAR 2008/09 02

THE POLITICAL ENVIRONMENT

Board

There have been no changes to the Board within the last year. The membership of the current Board is detailed in Section 4.

Role and Remit of Regional Transport Partnerships

This period of review has seen the RTP's forge closer links with CoSLA. This stronger and closer relationship now carries greater significance, in light of the change in the funding of RTP's instigated in 2008. The RTP Chairs and CoSLA have agreed to set up a joint Transport Task Group reporting to the Regeneration and Sustainability Committee of CoSLA. This Task Group held its inaugural meeting on 2 February 2009.

Nestrans is also a member of both the Aberdeen City and Shire Community Planning Partnerships. As a Partnership member Nestrans has been closely involved with each partnership to develop the Single Outcome Agreements. As a CPP member Nestrans will also be a signatory to the SOA bringing with it the duties of delivery of the SOA Outcomes in our field.

Reflecting the Key Agency status Nestrans has also been working with the two Councils on the development of their Local Development Plans.

STRATEGIC TRANSPORT PROJECTS REVIEW

Following the Government's Comprehensive Spending Review and the change to RTP financing brought by the Local Government concordat with Scottish Government, the most significant event this year was on 10 December 2008 when the Government published the Strategic Transport Projects Review.

This document reviewed the operation of the national transport system and looked at how it would perform in the future. The review identified where interventions were required to provide the transport system required to meet the government's purpose of sustainable economic growth.

It developed interventions based on a tiered approach of:

- Maintain and safely operate existing assets
- Make better use of existing assets
- Targeted infrastructure improvements

This document has a significant impact on the operations of Nestrans. Nestrans had been lobbying the Scottish Government to consider the needs of transport in the North East in light of a number of North East Planning documents including:

- The ACSEF Economic Manifesto – Building on Energy
- The emerging Structure Plan
- The Regional Transport Strategy
- The Local Transport Strategies

The Government's STPR document was well received by Nestrans. The document appears to align national policy on transport

with the North East policies expressed through these documents and many of the projects needed in our area were included in the STPR including a number of projects that had previously only received recognition as “local” developments.

The STPR lists a series of projects to be taken forward and therefore provides a good first stage for development of many of the North East RTS projects that have appeared in the document i.e. have our projects recognised in a national programme.

The next task will be to define a priority for these projects and then find funding. These tasks are now clearer with our projects appearing in the STPR.

The STRP also builds on a number of previously announced, and recently reconfirmed by Ministers, commitments. These include:

- Aberdeen Western Peripheral Route
- A90 Balmedie to Tipperty dualling
- Haudagain improvement
- Aberdeen to Inverness rail improvements

The STPR included the following projects of interest to the North East:

- 1, Strategic Road Safety Plan

A generic, cross Scotland, plan to improve safety

- 2, Maintaining and safely operating Scotland’s rail network

Day to day management and maintenance of the rail network

- 4, Targeted programme of measures to reduce accident severity in North and West Scotland

To reduce fatal and severe injury accidents including A96 between Aberdeen and Inverness. Physical works aimed at providing overtaking opportunities such as: 2+1 sections; climbing lanes and overtaking lay-bys; hard strip provision for agricultural vehicles; local re-alignments and junction improvements.

- 5, Route Management on other corridors

Including Aberdeen and North East Scotland (A90) – road based improvements to combine with network optimisation through route management and targeted investment.

- 6, Further electrification of the strategic rail network

In the longer term, extending into the period beyond STPR, this would include as a phase 4 of 5 phases – Electrification of Dunblane to Aberdeen...

- 7, Reconfiguration of the national rail timetable

To provide fast, limited stop trains which would serve longer distance journeys between the cities and replace some of the existing semi-fast services. Intermediate destinations would be catered for by stopping services. Trying to reduce journey times to the central belt by up to 20 mins.

- 8, (Strategic) Park and Ride/Park and Choose Strategy

To deliver a series of Strategic P&R sites using common branding/ marketing across Scotland……including appropriate bus priority measures. Includes A96 Dyce and A90(S) Portlethen.

- 10, Integrated ticketing

To develop a national, integrated ticketing system for all modes of public transport.

- 12, Enhancing Rail system capacity through targeted improvements

Technical improvements to the rail system (signalling, crossovers etc.) at unidentified locations.

- 19, Rail service enhancements between Aberdeen and Inverness

Includes an increase in service frequency (minimum of hourly service over the full route) and a reduction in journey time by about 20 mins between Aberdeen and Inverness.

Phase 1 would include new loops and line speed improvements

Phase 2 would include more comprehensive improvement to line speed, journey times and the provision of some dual tracking on approaches to Inverness and Aberdeen. Development of this intervention will also give consideration to the option of a station at Kintore.

This intervention would improve access to the Dyce area and, if combined with improvements to the connections between Aberdeen and the Central Belt (Rail enhancements between Aberdeen and the Central Belt), would also provide greater opportunity for cross city travel by rail.

- 22, Targeted road congestion/environmental relief schemes

Including enhancements to the A96 such as……..a new Inveramsay Bridge

- 23, Rail service enhancements between Aberdeen and the Central Belt

Re-casting of timetable on Aberdeen-Dundee-Edinburgh/Glasgow corridor to provide express and stopping services

Providing one express train per hour to Glasgow (2hr 15 min)

Providing one express train per hour to Edinburgh (2hr)

No stops at intermediate settlements for express services (except Dundee)

Phase 2 promises the removal of the single track at Usan, including a new bridge over Montrose basin.

Could be optimised to also benefit freight operations.

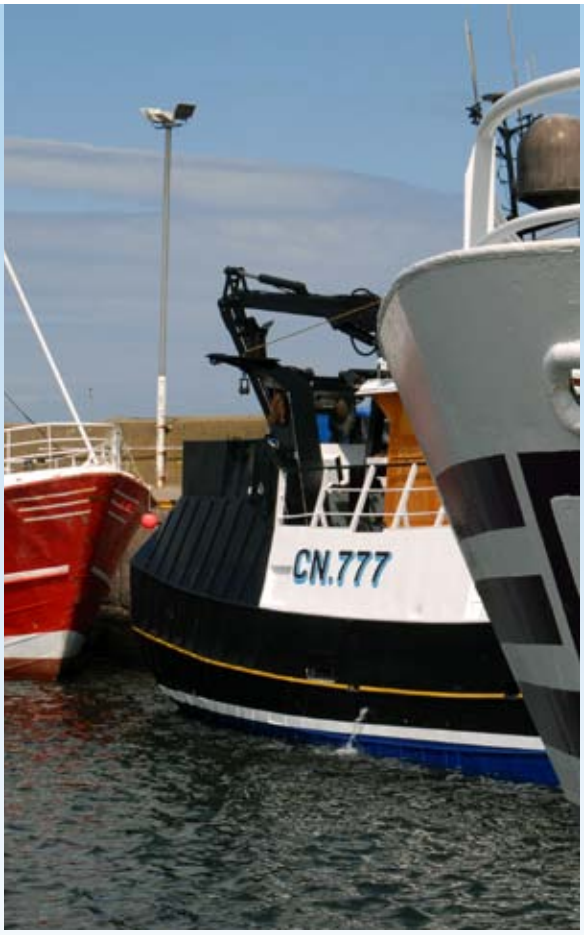
- 29, Dundee Northern relief road

A new northern by-pass road around Dundee from A90 west of Invergowrie to the A90 north of Dundee or

Upgrading of roundabouts and associated junctions on the A90 Kingsway

The Government have made clear that within the STPR there will be a significant priority for the new Forth crossing, Edinburgh to Glasgow rail improvements and rail improvements on the Central belt to Inverness and Aberdeen to Inverness lines. There is likely therefore to be very little funding available for projects outwith these priorities until 2017 when Forth crossing should be completed.

Nestrans is therefore trying to work with Transport Scotland to continue to develop projects, which have until the STPR announcement, been developed locally by Nestrans and Aberdeen City and Shire Councils. We are continuing to develop these projects to a ready to construct stage, where possible with other partners such as Network Rail, to try and develop funding partnerships to ensure the earliest delivery of projects as possible. It is hoped that with this approach these Nestrans area projects will be able to take advantage of any funding that is available or may become available through slippage in other projects and programmes.



NESTRANS EXECUTIVE TEAM

Year 2008/09 was again a period of significant change for the Nestrans Executive Team.

Mr Derick Murray remains as the Director, Mr Rab Dickson and Mrs Jenny Anderson continue as Transportation Strategy Manager and Transport Executive (Programmes and Delivery) respectively.

Mrs Louise Smith and Mrs Sharon O'Donnell continue to job share as the Office Manager.

Mr Ben Kerfoot resigned his position as Transport Executive (Strategy) in March 2008.

Two new appointments were made in November 2008. The Transport Executive (Strategy) post was filled by Miss Kirsty Morrison and the Transport Executive (Travel Planning) post was taken by Mr Don Kent.

The Nestrans team is now at full complement.

REGIONAL TRANSPORT STRATEGY

Nestrans had submitted its Regional Transport Strategy by the 31 March 2007 deadline set by Government guidance. Approval of the document had been expected in June 2007, thereby providing it with statutory status. However, the new Government decided to hold approval, subject to the review of the role and remit of RTPs as described above.

Following this review, the Cabinet Secretary for Finance and Sustainable Growth on 7 January 2008 provided new guidance on the submitted strategies. In essence there was agreement on the strategic content of the strategies but the Government required the removal of the interventions designed to fulfil the strategies, and that these should be prioritised and costed into affordable delivery plans agreed between RTPs and the local authorities.

The Nestrans Board agreed a revised Regional Transport Strategy at its Board meeting on 18 April 2008. This was submitted to Scottish Ministers for approval on 1 May 2008 and was approved by the Minister in July 2008.

Nestrans Regional Transport Strategy

Our vision is:

A transport system for the north east of Scotland which enables a more economically competitive, sustainable and socially inclusive society.

To achieve this vision we have developed, as part of the consultation processes within the Regional Transport Strategy, a set of strategic objectives. These are:

Strategic objective 1: Economy

To enhance and exploit the north east's competitive economic advantages, and reduce the impacts of peripherality.

Strategic objective 2: Accessibility, Safety and Social Inclusion

To enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited.

Strategic objective 3: Environment

To conserve and enhance the north east's natural and built environment and heritage and reduce the effects of transport on climate and air quality.

Strategic objective 4: Spatial Planning

To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east.

Further information on the Regional Transport Strategy is given at Appendix 4 of this document.

MAJOR INFRASTRUCTURE PROJECTS

Project	Progress
Rail freight gauge enhancement	Complete. Now operational.
Aberdeen Western Peripheral Route	PLI completed with Reporters' recommendations expected in Summer 2009
Laurencekirk station re-opening	Opened 18 May 2009
A90 Balmedie to Tipperty dualling	PLI pre Inquiry meeting held 23 March 2009 with PLI expected to begin on 18 August 2009.
Guild Street transport interchange	New Bus station open. Refurbishment of rail station underway.
Rail freight facilities at Raiths Farm and Craiginches	Complete. Craiginches operational.
Towns interchanges at Peterhead, Inverurie and Banchory	Peterhead: Complete and open. Inverurie: Delayed by difficulty accessing freight yard land. Under discussion. Banchory: Site identified for consultation.
Park and Ride	A90(S): Included in STPR and design work underway. A947: Assessment underway after AWPR decision. A96: Included in STPR and design work underway with Planning Application expected in summer 2009.
Union Street pedestrianisation	Market Street junctions: completed City centre car park guidance system: 1st phase complete and 2nd phase partially installed. South College St works ready to be constructed if funding available. Berryden improvements to be consulted upon in summer 2009.
Aberdeen Crossrail	Aberdeen to Inverness in Government High Level Output Statement and STPR. Kintore station in STPR. Nestrans Rail Action Plan being developed.

TRAVEL PLANNING

Travel Planning (Nestrans had experienced some difficulty in this area principally due to staff availability, but this was addressed during 2008/09) **The Getabout Partnership** Aberdeen City Council Energy Savings Trust Aberdeenshire Council Aberdeen University Robert Gordon University Dyce TMO Nestrans Aberdeen College NHS Grampian	Sustainable Travel Grant Scheme - 3 awards made to the University, www.nestrans.org.uk/stgs Nestrans Car Share scheme www.nestranscarshare.com promoted the scheme through the local press and car share day during the launch of Getabout . The website will be re-branded Getabout during 2009 The existing North East Travel Planning partnership was reformed into the Getabout partnership which currently has 9 members During 2009 the Nestrans travel plan strategy was re written as a partnership wide 10 year plan this will be reviewed every year and contains an action to create an on line travel plan builder and monitoring system . The builder will be launched in July to the business community The main thrust of the plan is cultural change and a full events kit was purchased to allow any of the partners to carry out events under the banner of Getabout. Purchased items include the web site, a gazebo, pop up banners, flags, café banners, Facebook and Bebo sites and promotional give aways The brand was launched in April with a multi modal trip carrying the Getabout Standard – "raising the standard." This was presented to the Chair of Nestrans Kevin Stewart in the Town House followed by 40 events large and small in City and Shire. Further events have been held in companies and public events Walk It Aberdeen – Nestrans have developed a web site which will identify walking routes through Aberdeen.

GETABOUT LAUNCH WEEK

CAPITAL PROJECTS

The Nestrans Capital budget and projected outturns on projects for 2008/09 are as follows:

North East Scotland Transport Partnership
Approved Capital Budget for 2008/09

RTS Ref.	Project Category	Details	Capital allocation	Projected Outturn
IC1	Rail facilities	Laurencekirk Station – 20% contribution to TS managed new station and additional car parking costs. Kintore Station feasibility study	£1,110,000	£760,100
IC2	Strategic road improvements	Access from the South. Enhanced maintenance – A92 Bervie Bridge by Aberdeenshire. Signalised Junctions at Cookston Rd/ Muirend Rd in Portlethen, High St/ Keithhall in Inverurie and Riverside Rd/South Rd in Ellon Carriageway reconstruction –Riverside Drive by Aberdeen City	£840,000	£1,297,800
IC3	Bus Improvements	Park & Choose – A96 and A90 (S) Bus Gate at Badentoy Ind Est, Portlethen, Town Plans/ information at bus interchange points, signalisation of A944/B9119 roundabout, Accessibility improvements between bus stops and key facilities and completion of strategic quality bus corridors	£580,000	£486,900
IC4	Demand Responsive Transport	Expansion of Aberdeenshire Council's Travel Dispatch Centre incl internet booking	£10,000	Not progressed pending trials
IC5	Transport Interchange	Banchory Park & Ride	£25,000	Not required as ITF funds available
IC6	Strategic walking and cycle routes	Westhill/ Kingswells/ Aberdeen phases 2 and 3; Peterhead peripheral road cycleway and Fraserburgh cycle network; Portlethen Commuter Route; Riverside Drive, Aberdeen phase 2; new footpath linking to Laurencekirk Rail Station; School Lockers and Core Paths	£836,000	£876,900
IC7	Airport Surface Connections	Short term airport surface access improvements	£50,000	£11,900
	Various	Smaller scale Local Transport Strategy projects in Aberdeen City and Shire; Electronic Message Signs and Web Site and Retentions from 07/08 projects	£444,848	£607,482
	Uncommitted	Available for projects from emerging Action Plans	£178,152	
	TOTAL		£4,074,000	£4,041,082

Improved programme monitoring between Nestrans and the two Councils has resulted in an improved performance on expenditure on the Capital programme for 2008/09.

REVENUE PROGRAMME

Nestrans revenue budget for 2008/09 was as follows. During the year a number of changes were made to the programme to reflect changing circumstances. These were reported to the Board for approval through the regular monitoring report provided to the Board.

Budget heading	Approved (£)	Projected Outturn (£)	Comment
Core operating costs	552,950	469,674	Staff costs less due to period with vacancies.
Other core project costs	47,050	61,585	Agreed additional costs for access from north study
Action Plan Development	224,000	221,343	Underspend in some areas offset by increased Health & Transport AP work, but contribution also to be made from NHS Grampian to these costs
General Contingency	245,000	255,636	
Project Feasibility and monitoring	107,000	61,945	Development of some medium term access from south projects delayed and study work on the Inverness Railway Line now to be progressed by Network Rail and Transport Scotland
Travel Planning	145,000	167,494	Bought Travel Plan tools and developed and launched “Getabout”
TOTAL	1,321,000	1,237,677	

Other Achievements

In addition to the above there have been other transport achievements. These include:

- With Aberdeen City Council, a final report on options for the Haudagain junction has been delivered to the Minister for Transport for consideration
- Improvements at both Peterhead and Aberdeen Harbours
- Construction of new rail freight terminals at Aberdeen Harbour
- Nestrans, along with our partner Councils, are involved in two European projects which bring in additional funding to our area
- The Dyce station airlink shuttle bus to the airport has been successfully introduced through Aberdeen City Council by a funding partnership between Nestrans, Aberdeen Airport and First Aberdeen

PLANNING FOR THE FUTURE 03

REGIONAL TRANSPORT STRATEGY

The Regional Transport Strategy was approved by the Scottish Ministers in July 2008.

The RTS as requested is a high level strategic document setting out our strategy for providing the transport infrastructure necessary to create growth conditions desired by the Aberdeen City and Shire Economic Futures, the sustainable growth desired through the Structure Plan and meeting the community aspirations of the area's Community Plans.

Focus has turned from the development of the strategy towards what we need to do to achieve the aims of the strategy. To this end work has been underway to identify projects and actions that will achieve this. This is taking the form of Action Plans and other consultancy studies to identify the various projects and actions, developing these into a series of discrete functions that can be achieved.

Nestrans has developed these plans to have a series of projects and actions identified. This includes:

The Health and Transport Action Plan
Current status: Approved. Now being implemented, with Scottish Government support, by the North East of Scotland joint public sector group.

The Bus Action Plan
Current status: Approved

The Freight Action Plan
Current status: Approved

The Rail Action Plan
Current status: Working with Hitrans to break down Crossrail proposals into a smaller series of achievable projects towards Crossrail aims

Further projects have been identified through a series of consultancy studies:

Access from the South/ AWPR Locking in the benefits
Current status: Approved

Access from the North
Current status: Being actioned by ACC and subject of public consultation in summer 2009

Haudagain study
Current status: Preferred option identified and endorsed by Nestrans and the Councils. Report has been submitted to the Minister for Transport.

Work is underway to bring these projects and actions together into a Delivery Plan. The purpose of this plan will be to prioritise the projects within their achievable timescales and likely budget constraints. Nestrans will develop this prioritised and costed programme across all the methods of travel in close consultation with Aberdeen City and Shire Councils with the intention of having an agreed programme of works for consideration by the Board and each Council. This work is in its final stages bringing together the budgets from the various partner agencies involved in delivery.

Monitoring

As part of the development of the RTS a monitoring report was prepared in 2008. This report highlighted the current transport conditions across a series of transport indicators and was developed by Nestrans, with our Council partners in order to monitor progress in achieving the aims and objectives of the Regional and Local Transport Strategies.

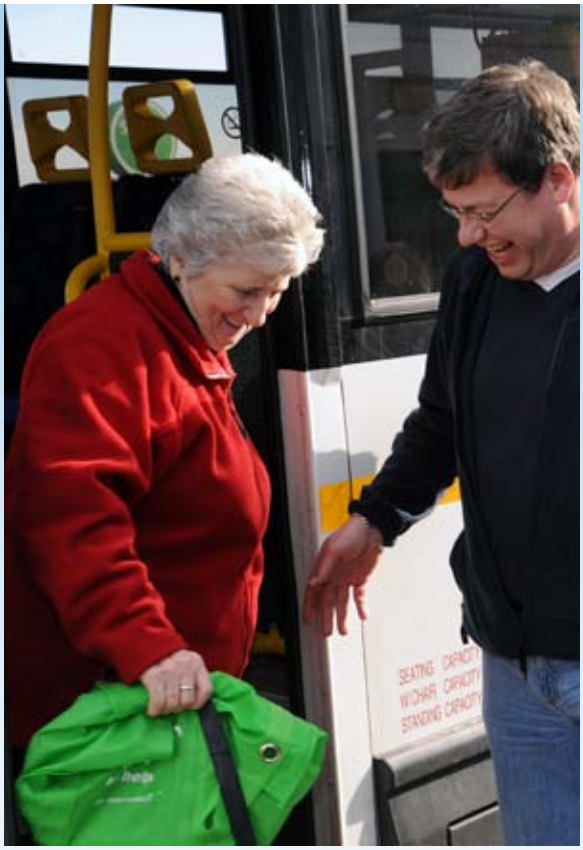
The indicators to be used were discussed and agreed by the Board at a workshop in July 2008. Following development of the indicators and identification of the baseline figures, the first annual monitoring report was produced in April 2009. This provides an indication of progress made in the previous year with trends beginning to emerge.

Many of the indicators are beginning to show a positive trend. In particular:

- Increases in rail passenger numbers at North East stations.
  - Dyce +20% since 2005/06.
  - Portlethen more than doubled since 2005/06.
  - Above target increases at all north east stations.
- Increasing passengers through Aberdeen Airport, despite a slight reduction in destinations available (+20% 2005-07).
- Traffic growth in vehicle kilometres across the region as a whole has remained relatively static however there has been growth in Aberdeenshire and reductions in Aberdeen City.
  - North East: +18% 1993-2003 +12% 1997-2007
  - Aberdeen City: +16% 1993-2003 +9% 1997-2007
  - Aberdeenshire: +18% 1993-2003 +14% 1997-2007
- Nitrogen dioxide and PM10 levels in Aberdeen City Centre both reduced since 2006.
- On target to increase the volume of goods through North East Ports.
- The number of taxis and private hire vehicles in the North East and the proportion of taxis capable of carrying wheelchairs.

There are also a few negative trends emerging, particularly in those indicators related to congestion, journey times and bus vehicle kilometres.

The first annual RTS monitoring report containing the full range of indicators and progress against each is provided in Appendix 5 of this report.



We held a workshop for Board members, on 2nd July 2009, to discuss emerging trends and findings from the first annual monitoring as well as outlining some of the reasons for the trends that are emerging. It is also important at this stage to identify the cause of any negative trends and discuss measures that can be implemented to begin to reverse these.

TRAVEL PLANNING

Travel planning in the North East has been revised by expanding the existing North East Travel Planners group into the "Getabout partnership." This is comprised of Nestrans, Aberdeen City Council, Aberdeenshire Council, Aberdeen College, Aberdeen University, Dyce TMO, Energy Savings Trust, NHS Grampian and Robert Gordon University. The Nestrans travel plan strategy has been superseded by the integrated travel plan strategy.

The integrated travel plan strategy

1. A ten year travel plan strategy reviewed every year, with the emphasis on monitoring travel plans and cultural change
2. The implementation of two on-line software products The Travel Plan Builder, a public facing on line travel plan builder for developers, and iTrace, a travel plan monitoring system for the two councils
3. The development of a public cultural change campaign Getabout with a basic "events kit" of Large Gazebo, Tables, banners, 16 feather flags, café barriers and give-a-ways
4. A Getabout website which will carry all the local transport promotional campaigns as well as competitions and news
5. The development of volunteers to work on Getabout who it is planned be trained in transport and health. This part is being developed through the Transport and Health Action Plan
6. Re branding the car share scheme to Getabout by car share
7. Open access Bebo and Facebook sites

We will continue to support our sustainable travel grant scheme and support for various measures including Walk It Aberdeen.

Community Planning

Nestrans is a Board member of the Aberdeen City Alliance and the Aberdeenshire Community Planning Partnership. We will play our part in assisting in the development of the updating of the existing Community Plans.

Single Outcome Agreements

The Single Outcome Agreements (SOAs) for 2009/10 are, unlike the previous year, agreements between the Community Planning Partnership and Scottish Government. CPP members are therefore this year signatories to the agreement. Nestrans has been involved with the two CPPs in the development of each area's SOAs and these were submitted to the Scottish Government on 15th May 2009.

Parking Strategy

Nestrans and the two Councils have had preliminary discussions on the scope of a Regional Parking Strategy. These discussions centred on where a Regional approach was appropriate and applicable and what information was available or required to take things forward. Further meetings are planned following a consideration of the issues raised at the preliminary meeting.

Park and Ride construction, delivery and operation

Within the region there are currently existing bus based Park and Ride sites at Ellon, Bridge of Don and Kingswells. The RTS also proposes additional sites on the A96, A947, A90(S) and on the A93.

Consultants Atkins were commissioned in February 2009 to examine the opportunities for park and ride operation in the north east. The key objective of the work was to examine the options for the operation of the existing and proposed park and ride sites and the park and ride network as a whole. The study involved development of objectives for park and ride, a review of best practice elsewhere, identification and assessment of options.

This work details the range of options available for the operation of the North East Park and Ride network and provides the pros and cons of each approach. This report has been circulated to the Local Authorities Bus Operators Forum members for comment and discussions will be held between Nestrans and the two Councils as to the most appropriate way to operate these facilities.

Structure Plan Development and ACSEF Action Plans

Nestrans has contributed to the development of the areas Structure Plan and assisted the Structure Development Plan Authority as required. This collaboration will continue into the development of the two Local Development Plans. We will also continue to contribute to the development and implementation of ACSEF's Economic Manifesto and its Action Plans.

Projects

Nestrans will also be involved in taking forward a number of projects. These will include:

Laurencekirk Station

We provided support and funding for the reopening of the station in May 2009.

Kintore Station

We successfully saw the inclusion of Kintore Station in the Strategic Transport Projects Review. Discussions with Transport Scotland and Network Rail are underway to determine how this will be taken forward. Network Rail are preparing a proposal for Transport Scotland's consideration. Nestrans has offered to assist with a financial contribution if this can be shown to assist in speeding up the process.

Dyce Shuttle Bus

Nestrans and our funding partners have agreed to support the shuttle bus for a period of two years in order to develop patronage to make the service commercially viable.

Airport Surface Access

Nestrans will continue to work with the city council and the airport to improve access and egress from the Airport to the A96, particularly for public transport, including taxis.

Access from the South/ AWPR Locking in Benefits

Nestrans will work with Aberdeen City and Shire Councils to develop and implement the proposals identified as possible improvements in these studies. An officials project board has been set up to take this forward with an initial task of identifying a prioritised and costed set of proposals to 1) implement as early as possible and 2) include in the Delivery Plan deliberations.

Access from the North

Nestrans will contribute to the development of this study.

Park and Ride

With the A90(S) and A96 park and ride proposals becoming national priorities within the Strategic Transport Projects Review, Nestrans will work with Transport Scotland and our two Local Authorities to develop proposals including applying for planning permission in 2009. We will attempt to put together a funding package at both local and national level to implement these proposals as soon as possible.

HOV/LVL study

Nestrans and the two councils have agreed to develop proposals for a High Occupancy Vehicle lane and a possible Large Vehicle Lane on the Southern Approaches to Aberdeen in conjunction with the construction of the Park and Ride (or Park and Choose) car park. We are currently in discussion with Transport Scotland to develop these proposals.

Transport Scotland/Network Rail

Nestrans will continue to work closely with partners in Transport Scotland and Network Rail particularly to assist in the development of projects highlighted as national priorities in the Strategic Transport Projects Review. This will include the Aberdeen to Inverness rail improvements, including Kintore station, timetabling improvements, the park and ride car parks, Inveramsay Bridge and Laurencekirk junctions.

Budgets

Revenue and Capital Budgets were approved by Nestrans at their Board meeting on 18 February 2009. The approved budgets are available on the website at:

http://www.nestrans.org.uk/db_docs/File/Board%20Meeting%20-%2018%20February%202009/7b%202009-10%20Revenue%20Budget%20Final%20Draft%20-%20App%201%262.xls and

http://www.nestrans.org.uk/db_docs/File/Board%20Meeting%20-%2018%20February%202009/7b%20Capital%20Programme%2009-10%20Final%20Draft.xls

FUNDING 04

GENERAL

Nestrans revenue funding is provided by a grant from the Scottish Government supplemented by funding from Aberdeen City and Shire Councils. In 2009/10 the funding from Scottish Government fell due to a reduction in travel planning support. In line with the Local Authorities' financial constraints Nestrans requested a reduction in funding from our Councils. In total this resulted in a reduced budget of £1.239m, a reduction of 6% from 2008/09.

In 2009/10, as in 2008/09 both of our local authorities agreed to provide funding for RTS projects through Nestrans amounting to the notional sums allocated through their block grants. This provided £3,114,000 for capital projects.

Revenue and Capital budgets were agreed by the Board at the February 2009 meeting.

SINGLE OUTCOME AGREEMENTS

For 2009/10 each Community Planning Partnership is committed to develop a Single Outcome Agreement with Government. This includes Nestrans via our membership of the Community Planning Partnerships.

Both SOAs include reference to implementing Regional Transport Strategy and Local Transport Strategy projects as necessary to achieve Local and National objectives. A summary of Nestrans reference within the SOA's is attached as Appendix 1.

DELIVERY PLAN

Future discussions with the councils about funding will need to be based on what can be achieved in line with that they can afford. Bringing both councils together to agree a spending timetable and priority will also be important. Nestrans is developing a Delivery Plan. This Plan will bring together projects identified in the RTS Action Plans and the various studies that have been undertaken into a costed and prioritised set of projects. This will be agreed by the Nestrans Board and the two councils and can then be used as the background information needed to permit discussions to take place on priority spending within councils. This will then form the basis of Nestrans' spending plans and budgets.

CONSTITUENT AUTHORITY REQUISITIONS

The Transport (Scotland) Act 2005 requires the constituent councils of each RTP to fund its net expenses, after allowing for any income, including any grants from the Scottish Government.

RESERVES

The Transport (Scotland) Act 2005 stipulates that the constituent authorities are required to meet the net expenses of the Partnership. This has been interpreted by Audit Scotland as meaning that it is not possible for Nestrans to make a surplus or deficit in any year and therefore it is not possible for Nestrans to have a general fund balance or reserve.

Scottish Government officials have indicated that they are recommending that an amendment is made to the Transport (Scotland) Act 2005 to allow for reserves. However this is dependent on finding Parliamentary time and suitable legislation to enact.

BORROWING

Under the Transport (Scotland) Act 2005, Nestrans is permitted to borrow money for the purposes of its capital expenditure. Nestrans would have to give due regard to the Prudential Code for Capital Finance in Local Authorities when determining its programme for capital investment. The key objectives of the Prudential Code are to ensure that the capital investment is affordable, prudent and sustainable.

In Nestrans case this could require the agreement of the Local Authorities in ensuring that future repayments could be met.

REVENUE: OTHER SOURCES OF FUNDING

In the current financial climate it is prudent to explore other sources of funding. Nestrans has in the past brought in other funding through partnerships with other parties. This has included:

- Jointly funding further development of the Health and Transport Action Plan with Grampian Health Board
- Jointly funding projects and studies with constituent local authorities and Transport Scotland.
- Jointly funding implementation of short term projects recommended within the Dyce Dr/Argyll Road Study with BAA to improve access to/from the airport and implementation of the Dyce Shuttle bus
- Jointly funding two European Interreg4 Initiatives with Aberdeen City and Shire Councils and Robert Gordon University
- Jointly funding a study with the North East Scotland Rail Freight Development Group to identify measures required to encourage transfer of waste recyclate to rail

Nestrans will continue to seek to form partnerships to deliver services and will investigate European funding opportunities. Through the Regional Transport Partnership Chairs meetings with CoSLA, investigations into the general issue of alternative funding sources are underway.

APPENDIX 1. GUIDANCE

Regional Transport Partnerships were created by the Transport (Scotland) Act 2005. Following this Act, the then Scottish Executive published guidance on Regional Transport Strategies in March 2006 for RTPs to follow.

This guidance stated at Paragraph 111:

"The RTS itself should include an implementation plan although with only an appropriate level of detail. More detailed (and non-statutory) plans will almost certainly be needed."

This guidance was further enhanced by a letter dated 7 January 2008 from John Swinney, Cabinet Secretary for Finance and Sustainable Growth which stated:

"With regard to approval of the regional transport strategies, I made clear that I consider ownership of the NESTRANS strategy is rightly a matter for you and the 2 constituent councils as those best placed, collectively, to deliver the outcomes contained therein at the local level.

I also stated that Regional Transport Strategies should be strategic, high-level documents that focus on the transport strategies necessary to support Government's key objectives and the single outcome agreements of the constituent local authorities. The current draft strategies fulfil that role in part, but also contain interventions which I believe would be best addressed in delivery plans.

Such a delivery plan, agreed by the Partnership and its constituent councils, would take account of all necessary requirements to prioritise interventions including, under the new arrangements, funding in the light of the resources likely to be available as agreed by the Partnership and its constituent councils.

I would be grateful if your Board could consider these comments and submit a revised strategy in due course."

Paragraph 112 of the Guidance requires the preparation of an Implementation Plan and a Delivery or Business Plan which it describes as:

Implementation Plan - investment plan covering the first 5 to 10 years of the strategy that sets out a programme of capital investment required for the successful implementation of the RTS. This would need to be updated when the RTP judged it appropriate.

Delivery or Business Plan - 3-year plan for the implementation of the RTS, updated annually to reflect local and central government planning and funding cycles. Includes plans for revenue and capital spending and borrowing.

The Guidance also discusses an Annual report - Yearly update of progress. This is further described at Paragraph 133:

Schedule 1, paragraph 14(a) of the Act requires each RTP to provide the Scottish Ministers with an annual report. This should cover the operational and financial year to 31 March. This report should include a report of performance against the objectives, targets and performance indicators set out in the RTS and should also be sent to constituent councils and others who have provided funding.

In early May 2008, Nestrans submitted an updated and revised Regional Transport Strategy in accordance with the guidance above. The updated Strategy also took advantage of the opportunity to update against new policy initiatives and the new Government's priorities. This revised Regional Transport Strategy, as re-submitted and approved by the Scottish Ministers in July 2008, commits Nestrans to develop four Action Plans. These are:

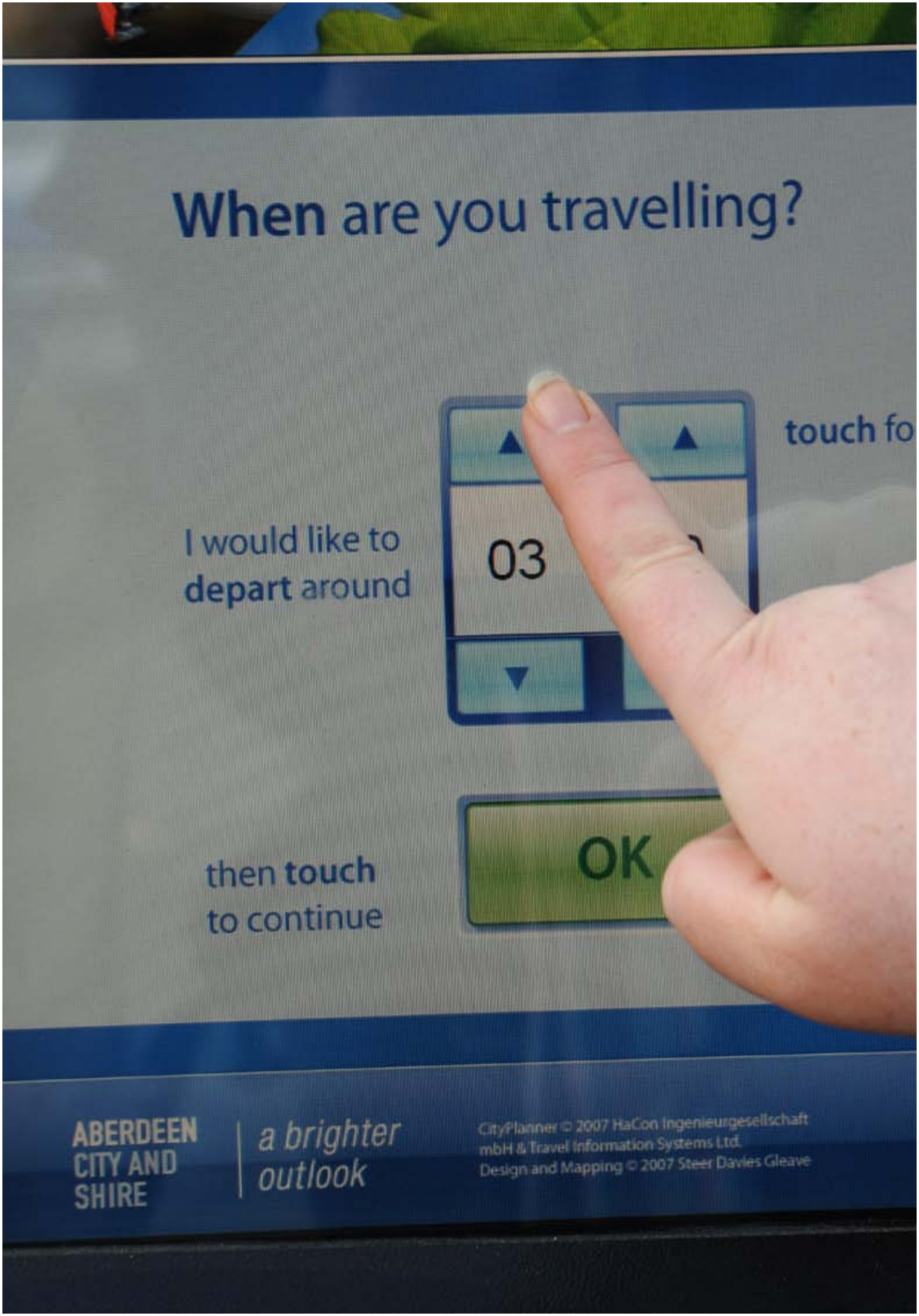
- Health and Transport Action Plan
- Bus Action Plan
- Freight Action Plan
- Rail Action Plan

These Plans, with the exception of the Rail Action Plan have been completed and are being formally consulted upon with Aberdeen City and Shire Councils. Information gained from these Plans and other completed studies has been used to develop a Delivery Plan as described in the additional Guidance.

This report is intended to meet the requirement to prepare, and submit to Scottish Ministers, an Annual Report and to provide a Business Plan pending the completion and agreement on the Delivery Plan.

It reviews the year completed and looks forward to the coming year.

It describes the good governance procedures adopted by Nestrans and it discusses the approach taken by Nestrans, working in partnership with constituent local authorities, to the outcomes of the Strategic Transport Projects Review and the Community Partnerships' Single Outcome Agreements.


When are you travelling?
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OK
ABERDEEN CITY AND SHIRE
a brighter outlook
CityPlanner © 2007 HaCon Ingenieurgesellschaft mbH & Travel Information Systems Ltd.
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APPENDIX 2. THE NESTRANS BOARD AND EXECUTIVE

Nestrans is the Regional Transport Partnership for the North East of Scotland. Its purpose is to develop and deliver a long term Regional Transport Strategy and take forward strategic transport improvements that support and improve the economy, environment and quality of life across Aberdeen City and Shire.

Nestrans started life as a voluntary partnership in 2002 bringing together Aberdeen City and Aberdeenshire Councils, Scottish Enterprise Grampian and Aberdeen and Grampian Chamber of Commerce. This voluntary partnership was replaced by the statutory partnership as established by the Transport (Scotland) Act 2005 and the Regional Transport Partnership (Establishment, Constitution and Membership) (Scotland) Order 2005. Nestrans began work as a Statutory Partnership on 1 April 2006.

Although "the Board" is not a statutory term for Regional Transport Partnerships, it is a useful term for distinguishing between Nestrans' main decision-making body, the members meeting together and the Partnership as a corporate entity comprising members, officials and support staff.

THE BOARD

In terms of the Order which set Nestrans up, membership consists of a total of eight councillor members from the constituent councils, four each from Aberdeen City and Aberdeenshire Councils. In addition Nestrans is entitled to have between three and four non-councillor members (paragraph 1(2) of schedule 2 of the Order) who during the period to the ordinary elections for Councillors in 2007 were appointed by the Scottish Ministers.

During the financial year 2008/09 the two Councils have nominated the following Councillors to sit on the Board:

Aberdeen City Council

Councillor Kate Dean (Lib Dem)
Leader of Aberdeen City Council
Councillor Kevin Stewart (SNP)
Depute Leader of Aberdeen City Council
Councillor Ron Clark (Lib Dem)
Lib Dem Spokesperson for Transport
Councillor Marie Boulton (Ind)
Councillor

Aberdeenshire Council

Councillor Anne Robertson (Lib Dem)
Leader of Aberdeenshire Council
Councillor Peter Argyle (Lib Dem)
Chair of Infrastructure Services Committee
Councillor Jill Webster (Con) Depute Chair of the Infrastructure Services Committee
Councillor Graeme Clark (SNP)
Councillor

Following an appointment process the Scottish Ministers appointed four non-councillor members for a period to 20 April 2008, or 20 September 2008 for Mr Sullivan. These are:

Non councillor member

Mr Eddie Anderson
Freight Industry (April 08)
Ms Jennifer Craw
Scottish Enterprise Grampian (April 08)
Mr George Mair
Bus Industry (April 08)
Mr David Sullivan
Health Board (September 08)

At its Board meeting on 20 December 2007 the Board agreed, subject to Scottish Ministers' approval, to offer extensions to the terms of appointment to 30 April 2010, as the elections to Scottish local authorities are proposed to be extended from 2011 to 2012. Following Scottish Ministers' approval all four members agreed to serve on the Board for this additional period. Further terms of appointment for non-councillor members would run for four years from the mid point of the local authority elections with the exception of the next appointments in 2010 which will run for 5 years to align with the proposed Council election timetable.

The Board has also appointed two professional advisers to sit on the Board. These are:

Board Adviser

Dr Margaret Bochel
Head of Planning and Infrastructure, Aberdeen City Council
Mr Iain Gabriel
Director of Transportation and Infrastructure, Aberdeenshire Council

The Board has appointed the following office bearers:

Office

Chair
Councillor Kevin Stewart
Vice Chair
Councillor Anne Robertson
Vice Chair
Mr Eddie Anderson

The Board meets to a schedule, usually agreed around December for the following year, at roughly two-monthly intervals. Additional workshop-style meetings are held to discuss items of particular detail. Meetings are usually held at 2pm on a Wednesday or Thursday afternoon at:

Woodhill House
Westburn Road
Aberdeen

Meetings are scheduled into the busy council calendars to ensure that most members are able to attend. There is a facility for each councillor member to nominate a substitute who can only participate if the member is not present.

Currently nominated substitute members are:

Aberdeen City Council
Councillor Cassie (Lib Dem)
Councillor J West (SNP)
Councillor Young (Lab)
Councillor Yuill (Lib Dem)

Aberdeenshire Council
Councillor Carr (Con)
Councillor Mollison (Lib Dem)
Councillor Strathdee (SNP)
Councillor Sullivan (Lib Dem)

The Board takes its professional support and services from the two constituent authorities as follows:

Aberdeen City Council

Legal Services
Democratic and Administration
Information and Communications Technology

Aberdeenshire Council

Personnel Services
Finance Services

In addition the Board receives consultancy advice through a tendered contract from the BIG Partnership for public relations services.

To support the Board in carrying out its functions there is an Executive Team in place. This team consists of:

Position
Director
Mr Derick Murray
Transport Strategy Manager
Mr Rab Dickson
Transport Executive (Strategy & Delivery)
Miss Kirsty Morrison
Transport Executive (Programme & Delivery)
Mrs Jennifer Anderson
Transport Executive (Travel Planning & Delivery)
Mr Don Kent
Office Manager (p/t)
Mrs Louise Smith
Office Manager (p/t)
Mrs Sharon O'Donnell

The Executive Team are currently housed in Offices at

Archibald Simpson House
27-29 King Street
Aberdeen
AB24 5AA

Co-located in this building are the Aberdeen City and Shire Economic Futures co-ordinator and the Strategic Development Planning Authority team.

APPENDIX 3. GOVERNANCE

Nestrans, as a publicly accountable body, works within a suite of governance rules. This suite of rules includes:

The Constitution and Standing Orders of The North East Scotland Transport Partnership.	Adopted by the Board at its meetings on 15 March 2006 and 28 April 2006.
North East of Scotland Transport Partnership Financial Regulations	Adopted by the Board at its meeting on 15 March 2006 and revised August 2008.

Personnel Policies and Procedures – Those in use for Aberdeenshire Council	Adopted by the Board at its meeting on 15 March 2006. Policies include: Absence Adoption Leave Alcohol and Drug misuse Annual Leave Dignity of the Individual Disciplinary Disclosure of Information (Whistleblowing) Employee Development and Training Employee Recognition Employee Retiral Award Scheme Equality Excess Travel Allowance Exit interviews Grievance Hospitality & Gifts ICT Facilities Acceptable Use Job Descriptions Maternity Provisions Protection of Children Recruitment and Selection Redeployment Redundancy Relocation and Resettlement Retirement Secondment Special Leave Teleworking Time off for H&S reps Time off for Trade Union Business Trade Union Recognition Consultation and Negotiation Travel and Subsistence Voluntary Severance Work Life Balance Work Performance Ability Working Time Regulations
Equalities Duties	Adopted by the Board at its meeting on 20 December 2007 in relation to: Race Disability Gender

AUDIT

Nestrans is audited annually by Audit Scotland. These Audits are reported to the Board.

Additionally in spring 2008, Nestrans was the subject of an internal audit carried out by auditors from Aberdeenshire Council Finance Department. This was reported to the Board on 18 June 2008.

COMMUNITY PLANNING

As a public body Nestrans is required to be a participant in the Community Planning Partnerships for each council area. The Board approved Nestrans becoming full partners to each CPP at its meeting on 21 February 2007. The Board is represented at the CPP meetings by its Director.

NORTH EAST TRANSPORT CONSULTATIVE FORUM

Nestrans provides the administration for the North East Transport Consultative Forum. This Forum contains members from both Council areas across all spectrums of transport and transport users. The group usually meets around three times per annum and discusses various transport-related issues including the Transport Strategies. Feedback from the group is used in the development of policies and programmes.

LIAISON WITH COUNCILS

Nestrans has established a series of meetings to ensure that the work of the Partnership and the two Local Authorities dovetails appropriately to provide an enhanced service to the public of the North East. These groups include:

Council Senior Transportation Officials	An informal meeting held with the Director of Nestrans, Director of Transportation and Infrastructure, Aberdeenshire Council and Head of Service, Planning and Infrastructure, Aberdeen City Council to discuss issues arising and Board papers
Strategic Transport Officers Liaison Group (STOLG)	Monthly meetings held between senior transport officials from Nestrans, Aberdeen City and Aberdeenshire Councils.
Budget Monitoring Group	Held monthly between officers of Nestrans and Aberdeenshire Council's Finance Department to monitor progress and expenditure on the revenue and capital budgets.

LIAISON WITH OTHER BODIES

In addition to the above Nestrans also takes part in a number of liaison meetings. These include:

Local Authority Bus Operators Forum (LABOF)	The Nestrans Board agreed at its meeting on 17 October 2007 to accept an invitation to become a member of this group which considers bus-related issues across the region.
Chairs of Regional Transport Partnerships	The seven Chairs of the RTPs meet (with CoSLA) on a three-monthly cycle to discuss common issues
Joint CoSLA/ RTP Transport Task Group	The RTP Chairs and CoSLA have also agreed to hold a regular task group meeting to feed issues into CoSLA
Lead Officers of Regional Transport Partnerships	The Lead Officers meet regularly (with CoSLA, Transport Scotland and Scottish Government) to discuss issues of common interest
Joint Public Sector Road Safety Group	Nestrans is a partner within this group, aimed at reducing road casualties
North Sea Ferries Group	Nestrans is a member of this statutory consultation group
Society of Chief Officers Transportation (SCOTS)	Nestrans is a member and take part in this Transportation Group
Freight Quality Partnership	Nestrans is reviewing, with the freight industry, the optimum way of taking forward freight issues through the Freight Action Plan which is likely to lead to a refreshed FQP

Structure Plan/ Strategic Development Plan	Nestrans works closely with structure planning colleagues in the development of the Structure Plan and subsequent Strategic Development Plan
Aberdeen City and Shire Economic Futures (ACSEF)	Nestrans works jointly with ACSEF to develop their Action Plans in relation to Transport and on the NeXT generation project
Travel Plan Co-ordinator Group	Nestrans is a member of this cross North East liaison group
ACTTravelwise	Nestrans is a member of this organisation which promotes sustainable transport at a UK and Scottish level. Staff member Don Kent is an elected member of the UK board and holds the position of Director of membership, the regions and devolved administrations.

POWERS AND FUNCTIONS

Nestrans' Powers

Nestrans has powers provided by the 2005 Act. In summary these powers are:

- Require funding from its constituent councils (Section 3)
- Give grants and loans in implementation of the RTS (Section 3)
- Borrow money for specific capital expenditure (Section 3)
- Employ staff (Para 1 of Schedule 1)
- Acquire land by agreement or compulsorily and dispose of it (Paras 6 & 9 of Schedule 1)
- Develop land for its own purposes – or if surplus for other persons use (Paras 6 & 7)
- Promote or propose private legislation (Para 10)
- Participate in Community Planning (Para 11)
- Form or promote companies (Para 12) and
- Erect buildings, provide offices, entering into building contracts etc. (Para 16)

Nestrans' functions

Nestrans is obliged to produce a Regional Transport Strategy and to monitor and, wherever possible, ensure its implementation (Sections 5, 9 and 12 of the 2005 Act)

Transport functions are currently carried out by other bodies including local authorities, Transport Scotland and Network Rail. Section 10 of the 2005 Act provides that transport partnerships can carry out transport functions either instead of the previous function provider or concurrently with that body. This is considered by the Regional Transport Strategy, which says:

Whilst Nestrans is tasked with producing and overseeing the implementation of a Regional Transport Strategy, many of the functions which will determine the success or otherwise of that strategy are vested in other bodies, notably the two local authorities, Transport Scotland and private sector transport operators.

In implementing this strategy, Nestrans will seek to work jointly through coordination and facilitation with partners on key projects and the preparation of action plans.

Scottish Executive Guidance on Regional Transport Strategies requires each RTP when submitting their Regional Transport Strategy to identify any other statutory transport functions that the RTP will itself need in order to ensure that the strategy is delivered, this covering transport functions exercised by its constituent councils, the Scottish Executive, Transport Scotland and other public bodies.

Nestrans does not believe that there are any particular functions which at this time require to be transferred to it to ensure the successful delivery of the strategy. It is envisaged that close liaison between Nestrans, its two constituent councils and Transport Scotland should enable the various elements of the Regional Transport Strategy to be delivered. This approach also provides benefits through partnership working and joint commitment between the different agencies.

Nestrans does however recognise that as it matures as an organisation its capabilities will be enhanced and also recognises that there are presently some functions vested in local authorities that might be more effectively delivered at a regional level in the north east in terms of specialism, procurement or policy consistency. Possible areas for consideration include: strategic roads policy; public transport policy, bus priority measures; freight strategy; travel planning; demand responsive transport and community transport initiatives; safety policy; fiscal and financial policy; and car parking strategy.

Nestrans will initiate further discussion with Aberdeen City and Aberdeenshire Councils on the merits and practicalities of regional delivery of some of these transport responsibilities following approval of the Regional Transport Strategy.

Nestrans has initiated discussion with partner local authorities on a Parking Strategy and on the best method of delivery and operation of Park and Ride sites. Discussions are at a very early stage of development on the Parking Strategy. A consultancy study is currently underway on the best method of delivering Park and Ride operations.

APPENDIX 4. REGIONAL TRANSPORT STRATEGY

Our Regional Transport Strategy was originally submitted to Scottish Ministers for approval in March 2007. Following the elections in May 2007 and Ministerial consideration, new guidance was issued in January 2008. This sought to create a more strategic document by extracting proposed interventions to achieve strategy aims into a separate document, the Delivery Plan. This then leaves the RTS as a high level strategic document.

In making this revision Nestrans also took advantage of the opportunity to update the RTS, referencing new documents and relevant legislation. This revised document was submitted to Scottish Ministers, following Board approval, in May 2008.

Within our Corporate Plan we have a set of priorities intended to focus on achievement of these objectives and strategy strands. These priorities are to:

- Develop a regional transport strategy to 2021 which builds on our current strategy, sets clear objectives and contains a detailed plan of action.
- Take forward major infrastructure projects within our current strategy to 2011
- Promote travel planning and more sustainable travel, to help tackle congestion and encourage a shift away from single-occupancy car use
- Deliver a programme of direct investment in capital projects to improve public transport, walking and cycling facilities.

RTS STRATEGIC OBJECTIVES

The RTS has four Strategic Objectives, which are:

1: Economy

To enhance and exploit the north east's competitive economic advantages, and reduce the impacts of peripherality.

- To make the movement of goods and people within the north east and to/from the area more efficient and reliable.
- To improve the range and quality of transport to/from the north east to key business destinations.
- To improve connectivity within the north east, particularly between residential and employment areas.

2: Accessibility, Safety and Social Inclusion

To enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited.

- To enhance travel opportunities and achieve sustained cost and quality advantages for public transport relative to the car.
- To reduce the number and severity of traffic related accidents and improve personal safety and security for all users of transport.
- To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of north east residents.

3: Environment

To conserve and enhance the north east's natural and built environment and heritage and reduce the effects of transport on climate and air quality.

- To reduce the proportion of journeys made by cars and especially by single occupant cars.
- To reduce the environmental impacts of transport, in line with national targets.
- To reduce growth in vehicle kilometres travelled.

4: Spatial Planning

To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east.

- To improve connectivity to and within Aberdeen City and Aberdeenshire towns, especially by public transport, walking and cycling.
- To encourage integration of transport and spatial planning and improve connections between transport modes and services.
- To enhance public transport opportunities and reduce barriers to use across the north east, especially rural areas.

RTS SUB STRATEGY STRANDS

Our Regional Transport Strategy has 21 sub strategy strands. These sub strategy strands are used to provide a level of detail and description on what the Strategy intends to do to achieve its four Strategic Objectives. Spending on budget items (projects) is aligned within the Budget to these 21 strands to provide an indication of how the Regional Transport Partnership is allocating its funding across the range of strands within the Strategy.

The 21 strands are:

External Connections

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.

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.

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.

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.

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.

Internal Connections

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.

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.
- 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.
- Car share lanes – trialling priority lanes for cars with multiple occupancy.
- Prioritised maintenance for strategic routes, with particular benefits for public transport and sustainable modes.
- Support Local Authorities in bringing forward LTS projects that contribute to strategic objectives.

IC3 - Bus Improvements

- Quality bus corridor improvements to services and facilities.
- Extend bus priority measures on key routes to enable buses to beat congestion.
- Explore Rapid Transit options such as guided busways and the Super Bus concept.
- Expand Park and Ride provision linked to the development of the AWPR.
- Further develop real-time information systems to expand coverage across Aberdeen City and Shire.

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.

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.

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.

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.

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.

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.

IC10 - Powered two-wheelers

- Support measures to improve safety for users of motorcycles and other powered two-wheelers and provide appropriate parking facilities.

THE STRATEGIC POLICY FRAMEWORK
Travel Behaviour

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

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.

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.

Incentives and Enforcement

IE1 - Changing Choices through Incentives and 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.

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.

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.

The Regional Transport Strategy will be supported by a Delivery Plan to develop projects that meet the sub strategy strands. This Delivery Plan will use information from various thematic Action Plans to prioritise projects into an affordable and achievable Plan to delivery the strategy aims.

RTS ACTION PLANS

The original RTS committed us to producing three Action Plans. These were:

- Health and Transport Action Plan
- Bus Action Plan
- Freight Action plan

At its meeting on 20 June 2007 the Board also agreed to produce a Rail Action Plan. These Action Plans, along with other studies carried out, will provide the basis of projects and actions to be included in the RTS Delivery Plan. This Delivery Plan will be prioritised and costed and will form the basis of future negotiations between Nestrans and Aberdeen City and Aberdeenshire Councils for funding of the implementation of the RTS.

The current status of the Action Plans is as follows:

Health and Transport Action Plan

This Action Plan has been completed, approved and adopted. It has been agreed that the Plan should be delivered by the North East Scotland Joint Public Sector Group. That group is to employ a project manager, with funding for this being provided equally by NHS Grampian, Nestrans and the Scottish Government.

This Action Plan can be viewed at http://www.nestrans.org.uk/db_docs/docs/HTAP%20Final%20Report%20-%20July%202008.pdf

Bus Action Plan

The Bus Action Plan has been completed. This aspirational document has been approved by Nestrans for consultation with Aberdeen City and Shire Councils. This was undertaken during Spring 2009.

This Action Plan can be viewed at http://www.nestrans.org.uk/docs_info/docs_info.asp?doc_cat_id=22

Freight Action Plan

The Freight Action Plan has been completed. This document has been approved by Nestrans for consultation with Aberdeen City and Shire Councils. This was undertaken during Spring 2009.

This Action Plan can be viewed at http://www.nestrans.org.uk/docs_info/docs_info.asp?doc_cat_id=23

Rail Action Plan

Nestrans has agreed with Hitrans that they will share a recognised rail expert's expertise to the benefit of both our areas. This Hitrans employee has started the process of breaking down the Aberdeen CrossRail project into smaller manageable and implementable projects to bring a priority to what can be achieved as early as possible. This work is ongoing.

LINKING RTS TO OBJECTIVES

The RTS includes an Appendix which shows how the 21 strands meet the 4 strategic objectives and goes on to show how the objectives align with both Local and National Objectives. This is summarised in Appendix 8 of this report.

The RTS can be viewed at: http://www.nestrans.org.uk/db_docs/docs/Nestrans%20RTS%20final%20printed.pdf

with a summary document available at: http://www.nestrans.org.uk/db_docs/docs/Nestrans%20RTS%20Summary.pdf

APPENDIX 5: MONITORING REPORT - APRIL 2009

The first annual RTS monitoring report containing the full range of indicators and progress against each can be found on the Nestrans website at http://www.nestrans.org.uk/docs_info/docs_info.asp?doc_cat_id=11.

APPENDIX 6: EQUALITIES DUTIES ANNUAL REPORT

EQUALITIES DUTIES

As a statutory public body Nestrans is legally obliged to adopt an equalities scheme for race, gender and disability. At its Board meeting on 10 December 2007 the Board agreed to adopt an Equalities Scheme covering these areas. This Plan is on the Nestrans website at:

http://www.nestrans.org.uk/db_docs/docs/Nestrans%20Equalities%20Scheme%20-%20Dec%202007%20(final).pdf

Nestrans is the secretariat for North East Transport Consultative Forum. This forum includes representatives from various bodies including those described under the Equalities Scheme. Nestrans regularly uses the NETCF for consultation on the development of its policies.

Most of the projects implemented as part of the Nestrans programmes of work are implemented by Aberdeen City and Aberdeenshire Councils. Consultation with the Equality Groups is undertaken by the councils as part of their normal service delivery.

Nestrans does however have further development work in the creation of Action Plans and other consultancy studies. These will in the usual course of events be the subject of discussion with NETCF during development and adoption. In addition Nestrans will specifically invite input from the Equality Scheme Groups to the development of the following Plans:

- Health and Transport Action Plan
- Road Safety strategy
- Delivery plan
- Bus Action Plan
- Freight Action Plan
- Rail Action Plan
- Financial support for the core paths network plan

A register of discussion and involvement in the development of our policy and programming work has been created to provide the background evidence that our obligations have been properly discharged.

In addition we have developed the following schemes which have a component of equal access in them:

- Laurencekirk station reopening – Full equal access measures including connecting dial a bus connections
- The Integrated travel planning strategy launched in May aims to improve access for all to employment, education, health, services, shops, friends and family.

Nestrans is required to prepare an annual report on the development of our Equalities Scheme. The following table shows progress against our Action Plan.

	Outcomes	Actions	Progress
1	Involvement and Consultation		
1a	NETCF to provide an effective forum for involving a wide range of interests in developing and implemening transport strategy.	Review membership of NETCF to ensure that it provides effective representation. Identify groups that are currently under-represented.	The membership of NETCF was reviewed and young persons representatives were added
		Explore concept of establishing a sub-group of NETCF to consider Equalities issues.	Discussed and considered, but no action as group felt issues better handled by full NETCF
1b	Seek to ensure that consultation methods are as inclusive as possible and explore new ways of involving people.	Review best practice on consultation and involvement. Liaise with Councils on methods used	Liaised with disability groups to determine the best practice for consultation

2	Assessing policies and projects for impact on equalities		
2.1	Publish a Health and Equalities Impact Assessment of the Regional Transport Strategy.	NHS Grampian currently undertaking this work. To be published on website once completed. Inform RTS Delivery Plan and Actions Plans	

	Outcomes	Actions	Progress
2.2	Ensure that impacts on equalities are taken into account in the development of policies and design of projects.	Methodology to be developed.	The design of projects is out-sourced to either Aberdeenshire or Aberdeen City Councils who have the methodology to take account of equalities
2.3		Explore concept of 'road testing' policies with particular groups to gain their specialist input.	This has not been progressed at this time

3	Promoting equality and influencing others to promote equality		
3.1	Positive impacts arising from plans or projects identified and maximised.	Assessment of plans and projects for impacts on equalities.	All plans have been assessed for equalities
3.2	Partner organisations encouraged to promote equality in implementing the RTS.	Encourage public and private sector partners to promote equality in the delivery of measures within the RTS.	Active promotion of equalities has taken place within the framework of the RTS
3.3	Contractors required to conform with Nestrans' policies on equalities.	Include appropriate wording in contract documentation.	Use the councils' standard contract documentation – equalities specifically mentioned and referenced to the website document

	Outcomes	Actions	Progress
4.	Implementing measures in the RTS which have a particular impact on promoting equality and social inclusion		
4.1	Health and Transport Action Plan to promote equality and social inclusion.		The H&T Action plan is complete and has been to consultation. Equal access is a major component of the plan
4.2	Improved accessibility to bus services	IC3 - Quality bus corridor improvements to services and facilities. Raised kerbs and improved bus stop facilities. Extend bus priority measures on key routes to enable buses to beat congestion. Explore Rapid Transit options such as guided busways and the Super Bus concept. Expand Park and Ride provision linked to the development of the AWPR. Further develop real-time information systems to expand coverage across region. Future priorities to be implemented through the Bus Action Plan.	Nestrans continues to promote and fund quality bus corridor improvements Measures have been introduced as part of the plan Not currently under investigation Park and ride facilities are planned and in the case of the Dyce facility funded and awaiting planning permission. Strategic park and ride facilities are planned in the Scottish Governments review of strategic plans Bus Action Plan completed Feb 2009
4.4	Support for demand responsive and community transport services.	IC4 - 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.	Dyce Airport bus – Dyce station itself is still the subject of a study to improve access for all. The new bus service is not at the moment low floor but will become so to coincide with equal access improvements. At the moment it does increase access to employment and links transport modes for those without a car.

	Outcomes	Actions	Progress
4.5	Effective provision of accessible taxis	IC4 - Seek to ensure that taxis are provided in an efficient and effective way, which meets the needs of customers	Monitor number of accessible taxis and target of 25% at 21.5% now This is broken down into Aberdeen 33% Aderdeenshire 4.5% Blue badge holders are monitored but no target has been set
4.6	Effective and seamless interchange between modes of transport with safe waiting areas.	IC5 - 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	Underway as part of the Union Square development. Hospital bus interchange points are being installed at two locations within Aberdeen Investigated but cost prohibitive at the moment unlikely in the short and medium term. Further interchange facilities are planned Working through the bus action plan to implement integrated ticketing. The installation of ITSO compatible ticket machines for concessionary fares has opened up the opportunity for a North East card. The Scottish Government is progressing the plan for a Scotland wide multi operator ticket

	Outcomes	Actions	Progress
	Improved walking and cycling facilities.	IC6 - 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.	Continue to develop low speed zones, cycle route improvements and school travel plans
	Overcoming issues of affordability for particular public transport user groups	IE1 - Work with operators to identify possible fare incentives to encourage increased bus use, particularly where this enables access to employment or training.	Promoting Salary sacrifice bus tickets with the operators

ORGANISATION

	Outcomes	Action	Outcome
5	Open and Accessible		
5.1	All publications and communications to be written and presented in an accessible format.	Review guidance on best practice for publications, including 'Crystal Mark' guidance.	Completed
5.2	Publications to be available in alternative formats on request.	Make arrangements for a constituent Council to provide this service.	Completed
5.3	Ensure that Nestrans' office is as accessible as possible for disabled people.	Review access arrangements.	Completed Office is accessible but doors still need to have powered opening devices fitted
6	An equal opportunities employer		
6.1	Nestrans promotes Equal Opportunities for all staff.	Nestrans receive Personnel services from Aberdeenshire Council and has adopted their Personnel policies.	Completed
7	Mainstreaming equalities		
7.1	All staff to understand the Equalities Duties and their role in delivering the Action Plan.	Team discussion. Specific training as necessary.	Completed
8	Monitoring and reporting		
8.1	Performance in meeting Equalities Duties to be included in Nestrans' Annual Report.	Include in annual report.	Completed

APPENDIX 7: NESTRANS' INVOLVEMENT IN ABERDEEN CITY AND SHIRE'S SINGLE OUTCOME AGREEMENTS

National Outcome	What the SOA says	Aberdeen City SOA	Aberdeenshire SOA
1 Attractive for business	Delivery of Regional and Local Transport Strategies strands on rail, road, bus, sea, air, port, freight, DRT, transport interchange, walking, cycling, travel plans, active travel, safety and changing choice through incentives and partnership to improve the choice, efficiency and reliability of transport (people and goods) to/ from and within the North East. The transport system influences the competitiveness and perceived quality of life and hence attractiveness of the area.	Included. Delivery of a fully integrated transport network highlighted as a priority.	Included
2 Employment opportunities	Delivery of Regional and Local Transport Strategies strands on rail, road, bus, sea, air, port, freight, travel plans, active travel, safety and change choice through incentives and partnership to improve access to employment and economic competitiveness and assist in maximising the economic development opportunities.	Included	Included
3 Better educated	Delivery of both the Local and Regional Transport Strategies, particularly those commitments relating to improving access to and the quality of public transport where this leads to increased bus use and better access to employment, education and training	Included	Aberdeen City & Shire Economic Manifesto included in key strategies and plans and therefore by implication the RTS
4 Effective contributors	Continued commitment to partnership working to ensure provision for young people encourages optimum engagement, involvement and achievement.	The Regional and Local Transport Strategies are identified in the links section.	Not included

National Outcome	What the SOA says	Aberdeen City SOA	Aberdeenshire SOA
5 Start in life	Delivery of Regional and Local Transport Strategies strands on bus, walking, cycling, active travel, safety and using enforcement.	Included. Specifically includes a target for increasing number of children walking and cycling to school.	Included. Specifically includes a target for increaing number of children walking and cycling to school.
6 Longer, healthier lives	Delivery of Regional and Local Transport Strategies with emphasis on walking, cycling, promoting active travel, improving safety and expanding DRT. Delivery of Regional Transport Strategy Health and Transport Action Plan in partnership between NHS Grampian, Nestrans and Aberdeen City and Shire Councils.	Included	Included
7 Inequalities	Delivery of Regional and Local Transport Strategies, particularly aimed at increasing accessibility and availability of travel choices.	Included. Delivery of both the Local and Regional Transport Strategy commitments relating to increas-ing the accessibility and availability of travel choices.	Included Specifically includes a target to improve DDA compliance of the public transport fleet.
8 Improve life chances	Delivery of both the Local and Regional Transport Strategy commit-ments on changing choices through incentives and using enforcement	Included. Local and Regional Transport Strategies included in key strategies and plans.	Not Included
9 Safe from danger	Delivery of both the Local and Regional Transport Strategy commit-ments to road, walking and cycling, powered 2-wheelers, improving safety and using enforcement to improve road safety and travel security through education, engineering, en-forcement and encouragement	Mentioned in the context however significant achieve-ment in recent years and therefore not included in local outcomes and indicators (although will continue to be monitored outwith the SOA).	Included

National Outcome	What the SOA says	Aberdeen City SOA	Aberdeenshire SOA
10 Access the services we need	Delivery of Regional and Local Transport Strategies strands on rail, road, bus, sea, air, port, freight, DRT, transport interchange, walking, cycling, powered 2-wheelers, travel plans, active travel, safety and change choice through incentives and parking to increase accessibility and equality of opportunity by improving modal choices	Included	Included
11 Resilient communities	Continued commitment to partnrship working including joint planning, delivery and monitoring, through all partner and other organisations, including Nestrans.	Supports transport services which promote social inclusion and encourage people to be aware of their travel choices and consider sustain-able options.	Included
12 Enjoy environment .. protect it ..	Delivery of Regional and Local Transport Strategies strands on rail, bus, DRT, walking, cycling, travel plans, active travel, parking and main-tenance to increase accessibility and encouragement of sustainable modes.	Included	Included
14 Reduce environmental impact	Delivery of Regional and Local Transport Strategies strands on bus, DRT, transport interchange, walking, cycling, active travel, enforcement, rail, powered 2-wheelers and travel plans to reduce the need for travel, develop sustainable travel solutions and support reduced emissions.	Included	Included
15 High quality public services	Delivery of Regional and Local Transport Strategies commitments to safety, change choice through incentives, partnerships and using enforcement to work with partners to achieve high quality efficient and responsive public services.	Included	Included

APPENDIX 8: RTS LINKS TO NATIONAL OUTCOMES

RTS Sub Strategy Strands	RTS Strategic Objective	Contributes to National Outcome	Comments
External Connections			
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.	1,4 (2,3)	1,2 (10,12,14)	All the External Connection strands 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 the External Connections will increase accessibility and thus promote social inclusion. Those strands that enhance modal choice will also help to reduce the effects of transport on the environment, whilst overcoming the constraints on the strategic road network will also deliver safety benefits.
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.	1,2 (4)	1,2,10	
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.	1,2,3,4	1,2,10,14 (12)	
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.	1,3 (4)	1,2 (10)	
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.	1(3,4)	1,2 (10)	

RTS Sub Strategy Strands	RTS Strategic Objective	Contributes to National Outcome	Comments
Internal Connections			
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.	1,4 (2,3)	1,2 (10,12,14)	Developing the existing passenger rail network will increase accessibility to employment, education and services, improve economic competitiveness and encourage sustainable travel
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. 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. Car share lanes – trialling priority lanes for cars with multiple occupancy. Prioritised maintenance for strategic routes, with particular benefits for public transport and sustainable modes. Support Local Authorities in bringing forward LTS projects that contribute to strategic objectives (These build on the AWPR and dualling of A90 Balmedie – Tipperty which are being taken forward by Transport Scotland and are due to be completed in 2011)	1,2 (4)	1,2,9,10	Capacity, safety and quality improvements will bring benefit to all road users. 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.

RTS Sub Strategy Strands	RTS Strategic Objective	Contributes to National Outcome	Comments
IC3 - Bus Improvements Quality bus corridor improvements to services and facilities. Extend bus priority measures on key routes to enable buses to beat congestion. Explore Rapid Transit options such as guided busways and the Super Bus concept. Expand Park and Ride provision linked to the development of the AWPR. Further develop real-time information systems to expand coverage across Aberdeen City and Shire.	1,2,3,4	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.
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.	2.3 (1,4)	10 (1,7,11,12, 14)	These services promote social inclusion and help improve accessibility to services (including healthcare), particularly for those in rural areas
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.	2,3,4 (1)	(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.

RTS Sub Strategy Strands	RTS Strategic Objective	Contributes to National Outcome	Comments
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.	(1,2,3,4)	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.
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, (3,4)	1,2 (10)	Improving surface access connections will increase accessibility to the airport by sustainable modes and increase connections to key economic centres improving the competitiveness and attractiveness of the area.
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.	1,3 (4)	1,2 (10)	Improving surface access connections will increase accessibility to the harbours and ports within the north east improving the competitiveness and attractiveness of the area.

RTS Sub Strategy Strands	RTS Strategic Objective	Contributes to National Outcome	Comments
IC9 - Freight Support the development of modern inter-modal 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 imple-mentation of priority measures.	1 (4)	1,2 (10)	Improving journey times and reliability will enhance the economic competitiveness and attractiveness of the area, whilst develoing rail freight can also provide environmental benefits.
IC10 - Powered two-wheelers Support measures to improve safety for users of motorcycles and other powered two-wheelers and provide appropriate parking facilities.	(1,2,3)	10 (9,14)	This can bring safety and accessibility benefits for a relatively sustainable mode.
The Strategic Policy Framework			
Travel Behaviour			
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	2,3,4 (1)	1 (2,7,10,11, 12,14)	Encouraging sustain-able 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 objec-tives for a healthier population.	2,3 (1,4)	6,12,14 (1,5,11)	Increasing active travel can bring both health and envi-ronmental benefits, enhancing the quality of life and attractive-ness of the area. Indirectly this can aid the economy if less days are lost to ill health and congestion is reduced thus aiding business travel.

RTS Sub Strategy Strands	RTS Strategic Objective	Contributes to National Outcome	Comments
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.	2 (1,4)	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.
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.	2,3,4 (1)	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.	2,3,4 (1)	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

RTS Sub Strategy Strands	RTS Strategic Objective	Contributes to National Outcome	Comments
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.	3,4 (1)	(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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The Transport Partnership for Aberdeen City and Shire

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