Regional Transport Strategy Re-fresh 2012

Main Issues and Review of RTS Actions

DRAFT

1. Introduction

1.1. Nestrans' Regional Transport Strategy (RTS) was approved by Scottish Ministers and published in 2008 and a separate delivery plan published in 2010.

1.2. There have been some changes in the Scottish Government's expectations for review of RTSs since their initial publication and current advice is that, rather than undertake a wholescale review of their strategies, Regional Transport Partnerships (RTP) should focus on delivery of the RTS in conjunction with constituent local authorities and other partners. Having said that, in the North East, there have been a number of actions and policies emerging in recent years that the RTS needs to take account of.

1.3. The most significant of these is the publication of the Structure Plan, the subsequent Strategic Development Plan (SDP) for the North East to 2035 which is currently being developed, the adoption of Local Development Plans for both Aberdeen City and Aberdeenshire and the adoption of a new Local Transport Strategy by Aberdeenshire in January 2012. The 2008 RTS was developed without the context of an up to date Structure Plan or Local Development Plans. These are now all in place and the RTS needs to support the delivery of these. Although the development plans are in line with the objectives of the current RTS, they will have significant implications for the region's transport network which need to be taken into consideration. The RTS also currently extends to 2021 and it is felt appropriate that the transport strategy is reviewed and better aligned to the timeline of the new SDP which will be to 2035.

1.4. The purpose of this review is therefore not to change the direction of the RTS but to incorporate significant developments in policy and better align it with the SDP and the transport implications of this development plan.

2. What has changed since the RTS was published in 2008?

Policy

EU White Paper on Transport

2.1. The EU White Paper on Transport 'Roadmap to a single European transport area – towards a competitive and resource efficient transport system' presents the Commission's vision for the future of the EU transport system and defines a policy agenda for the next decade. Four vision statements are identified:

- Growing transport and supporting mobility while reaching a 60% emissions reduction target;
- An efficient core network for multimodal intercity travel;

DRAFT

- A global level playing field for long-distance travel and inter-continental freight; and
- Clean urban transport and commuting.

2.2. Carbon reduction is a key focus of this White Paper and will have implications for strategies at national, regional and local level. Also relevant to the north east are the policies set out for rail, air and sea transport including completion of a single European sky, revision of airport slot regulation, innovation and technology and safety, among others.

Climate Change legislation and guidance

2.3. The Climate Change (Scotland) Act 2009 created a statutory framework for greenhouse gas emission reductions in Scotland by setting an interim 42% reduction target for 2020 and an 80% reduction target for 2050. The transport sector accounts for about 26% of total Scottish carbon emissions.

2.4. While all other sectors have seen a reduction in emissions from the baseline year (1990); transport emissions (including international aviation and shipping) have continued to rise. Meeting the challenging targets set out in the Climate Change (Scotland) Act will require a significant contribution from the transport sector. The Climate Change Act includes this outcome in relation to transport*: "Almost complete decarbonisation of road transport by 2050 with significant progress by 2030 through wholesale adoption of electric cars and vans, and significant decarbonisation of rail by 2050."*

2.5. The Climate Change Delivery Plan, also published in 2009, sets out the high level measures required in each sector to meet the targets set out in the Act. This delivery plan identifies a number of measures in the transport sector which will contribute to delivery of the targets and which are relevant to the SDP. These include:

- Improvements in energy efficiency of petrol and diesel vehicles, and increasing uptake of hybrid and electric engines with supporting infrastructure;
- Smarter measures including reduced travel and modal shift to less carbon-intensive modes of transport such as public transport and active travel;
- Demand management including road space reallocation;
- Changes to the pattern of development to reduce the need to travel; and
- Sustainable bio-fuels.

Scottish Government Economic Strategy

2.6. Published in 2011, this strategy identifies six strategic priorities which will accelerate economic recovery, drive sustainable economic growth and develop a more resilient and adaptable economy. The six strategic priorities are:

- supportive business environment;
- learning, skills and wellbeing;

DRAFT

- infrastructure, development and place;
- effective government; and
- transition to a low carbon economy (which is seen as an essential element within all strategic priorities).

2.7. This strategy recognises that an efficient transport system is a key enabler for enhancing productivity and delivering faster, more sustainable growth.

Cycling Action Plan for Scotland

2.8. The Scottish Government published its Cycling Action Plan for Scotland in June 2010. Currently 1% of journeys by Scottish residents are made by bicycle and this action plan sets a target to see this increase tenfold to 10% by 2020. This is a very ambitious target and there is uncertainty over whether it can be achieved. It does however emphasise the step change that is expected in the levels of cycling across the country in the coming years. Land use plans will have a significant role to play in this by ensuring that developments are located in areas and with the infrastructure that enables cycling to be an attractive option.

Scotland's Cities: Delivering for Scotland

2.9. Published in 2011, this document sets its vision as "a Scotland where our cities and their regions power Scotland's economy for the benefit of all". It recognises that good connectivity within and between cities and their regions is the key to widening the reach of cities as well as the importance of international connections via air and high speed rail. It specifically makes reference to the importance of inter-urban connectivity across road and rail resulting in better travel choices and improved journey times, particularly reducing the journey times between Aberdeen and Inverness and Aberdeen and the central belt. The importance of low carbon transport, utilising new technologies and intelligent transport systems is also highlighted.

National Planning Framework 2

2.10. NPF2 sets out the strategic development priorities to 2030 to support the Scottish Government's central purpose – sustainable economic growth. In relation to transport, the framework stresses that it will be necessary to address significant development pressures over the next 25 years, particularly on the east coast where the population and number of households is growing most rapidly. It recognises that investment will be needed to enhance essential transport infrastructure, support urban expansion, improve access to facilities and services, facilitate sustainable economic growth and strengthen international gateways. The framework also puts significant emphasis on reducing carbon emissions and achieving a shift to more active and sustainable modes. The relationship between transport and land use is central to this agenda.

Designing Streets

2.11. Designing Streets updates and replaces PAN 76 New Residential Streets and, in doing so, makes a distinct shift, raising the importance of street design issues from

DRAFT

the subject of advice to that of policy. The premise upon which the document is based is that good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. It marks a move away from processes which tend to result in streets with a poor sense of place and to raise the quality of design in urban and rural development.

Infrastructure Investment Plan

2.12. Published in 2011 this document provides an overview of the Scottish Government's plans for infrastructure investment, including transport, over the coming decades. It looks at the availability of funding, examining a range of different funding models and sets out the key infrastructure requirements for each sector. For transport, the IIP builds on the projects and hierarchy identified in the Strategic Transport Projects Review (STPR) and there is renewed commitment for the AWPR and Balmedie – Tipperty projects as well as new longer term projects such as the dualling of the A96 from Aberdeen to Inverness. It also reaffirms the need to improve rail infrastructure between Aberdeen and Inverness and between Aberdeen and the central belt.

Strategic Development Plan and Local Development Plans

2.13. The Aberdeen City and Shire Structure Plan was published in August 2009 and presented a significantly different spatial strategy for the region, identifying three strategic growth areas which form the main focus for development. These corridors follow the strategic transport corridors within the region and were identified as providing clear opportunities to encourage people to use public transport. The Structure Plan also forecasts a significant growth in the region's population and therefore requirement for housing and employment land. The Strategic Development Plan, which will replace the Structure Plan, sets out a requirement for 67,000 new houses across the region to 2035.

2.14. Development of the new Strategic Development Plan, which will replace the Structure Plan is currently on-going and a Main Issues Report has been developed and consulted upon. It is proposed that the spatial strategy identified in the Structure Plan is not changed significantly in the new Strategic Development Plan, although the timeframe will extend to 2035.

2.15. The two Councils have also developed new Local Development Plans which give greater certainty to the likely location of the scale of development identified in the Structure Plan and the policies by which this development will be guided. They include the development of supplementary guidance covering masterplanning, transport and accessibility, public access, Energetica, air quality and a city centre development framework for Aberdeen.

2.16. Of particular relevance is the development of non-statutory supplementary guidance on a Strategic Transport Fund. This sets out a mechanism for mitigating the cumulative impact of this scale of development on the strategic transport network through a consistent and transparent methodology using developer contributions. This will be a significant source of income for the delivery of transport infrastructure required as a result of the cumulative impact of development and is a significant policy shift from previous plans. The STF is discussed in more detail below.

DRAFT

Energetica Corridor

2.17. Energetica is an ambitious public-private project, designed to position Aberdeen City and Shire as a global energy hub. It aims to create a concentration of energy technology companies, housing and leisure facilities along a 30-mile corridor from Aberdeen to Peterhead. Transport and connectivity will be key to the success of this corridor.

Local Transport Strategies

2.18. Aberdeenshire Council approved a refreshed LTS in January 2012. The revised strategy embraces a simple guiding principle, to encourage individuals and businesses to consider ways to travel less, travel more actively and, where vehicular travel is necessary, travel more effectively. It identifies the need to work closely with communities and collaboratively with partners (including Nestrans) to ensure that local problems are addressed.

2.19. Aberdeen City Council's LTS was published in 2008 around the same time as the RTS and has remained unchanged to date.

Air Quality

2.20. The North East currently has three Air Quality Management Areas; the City Centre, Anderson Drive, Haudagain roundabout, Auchmill Road; and Wellington Road which have been identified as they are unlikely to meet national objectives and European limits for air quality for nitrogen dioxide and particulates emissions. The City Council published an Air Quality Action Plan in 2011 which sets out the measures that will be taken to improve air quality in Aberdeen. Of particular relevance, the EU has refused a UK application for extension to the timescales of non-compliance with air quality monitoring targets which may mean that financial penalties and imposed, rather than managed actions could result in the future. Poor air quality does nothing to support the economy of the city or town centres and can damage the attractiveness of the region as a whole as well as having significant implications for the health of the population. As a result, air quality is likely to become a more pressing issue in the future.

RTS Action Plans

2.21. The RTS, published in 2008, committed Nestrans to producing a number of action plans and sub-strategies, namely:

- Health and Transport Action Plan
- Bus Action Plan
- Rail Action Plan
- Freight Action Plan
- Regional parking strategy
- Road Casualty Reduction Strategy (published by the North East Scotland Joint Public Sector Group).

DRAFT

2.22. These documents are now all in place and being implemented and have fed into the delivery plan. A review of each of the action plans is either underway or planned as a result of the re-fresh of the RTS.

Infrastructure

2.23. A large number of infrastructure schemes have been delivered since the RTS was published in 2008 and these are summarised below:

Rail

- Laurencekirk Station opened May 2009 and new car park constructed
- Aberdeen station improvements
- Enhanced rail timetable between Aberdeen – Inverurie and additional carriages
- Minor accessibility improvements at NE Stations
- Car Park extended at Stonehaven

Sea

- Aberdeen Harbour Board – New rail freight terminals and Point Law peninsula improvements completed. Torry Quay redevelopment and deepening and widening of navigation channel and near approaches to the port works underway.
- Peterhead Port Authority - New 650ft quay at the Smith Embankment and a new 328ft breakwater at the Albert Quay opened in October 2010.
- Fraserburgh Harbour - Grant of £7.57M awarded from the European Fisheries Fund to deepen part of the harbour

Air

- £10 million 124m runway extension at Aberdeen Airport opened Oct 2011
- main runway re-surfaced with energy efficient LED lighting
- improvements to taxi-ing areas
- new international arrival hall walkway
- streetscape at terminal frontage
- new multi-storey car park with 500 short stay spaces and dedicated cycle/motorcycle storage facilities
- bus/taxi lane on Argyll Road
- Access and egress improved through traffic control system upgrade and reallocation of lanes on Dyce Drive approach to roundabout on A96.

Strategic Road Improvements

Capacity

- Wellington Road dualling between Charleston Interchange and Souterhead roundabout
- College Street dualling
- Market Street corridor improvements implemented in support of Union Street pedestrianisation proposals
- A90 grade separated junction at Findon
- Wapping Street gyratory alignment improvement

DRAFT

- Segregated left turn lane constructed from King George VI Bridge to West Tullos Road
- Electronic Variable Message Signs installed within Aberdeen City Centre
- A944/B9119 roundabout signalisation (junction of Skene Rd/Lang Stracht)

Safety

- A947 Route Action
- A944 Mossat to Westhill Safety barriers
- Anti skid, signs and lines on A92, A944, A981, B997, A93, A97, A950
- A920 Riverside Rd/South Road, Ellon Traffic signals
- High St/Keithhall junction, Inverurie Traffic signals
- Interactive signs on A980 Raemoir and Riverside Dr, Aberdeen
- Puffin, toucan and zebra crossings at various locations
- Guild Street pedestrian safety – footway widening measures
- King Street lighting improvements

Strategic maintenance

- A92 Bervie Bridge
- Queen Elizabeth Bridge refurbishment
- Resurfacing on A92, A93, A944, A947, A952, A97, A98, A956 Wellington Rd and A956 Ellon Rd

Bus

- Establishment of a Bus Punctuality Improvement Partnership Agreement
- New bus stations at Peterhead and in Aberdeen
- Bus Quality Corridor Improvements on main radial routes – A947, A96, A93, A944, A90 (S) and A90 (N)
- Introduction of new Demand Responsive Transport services
- Ellon Park & Ride upgrade (phase 1)
- New bus lane southbound on King Street from E North St to Castle St/Shiprow
- Extension of bus lane on Holburn Street on approach to Bridge of Dee
- Airlink service between Dyce Railway Station and Airport launched Dec 2008 and supported until commercially viable. Bus stops and shelters installed and timetables published.
- Bus lane decriminalisation in Aberdeen City
- Night time transport zone created in Aberdeen City Centre
- ARI bus interchange improvements implemented and Foresterhill Road bus priority scheme agreed
- Direct Jet service launched Aug 2010 from bus/rail station/City Centre to Aberdeen Airport
- DDA compliant standardised bus timetable information being provided throughout region
- Bus Route Development Grant improvements on Stonehaven, Westhill and Banchory to Aberdeen services and No 5 service within Aberdeen City
- Online real time bus information service for First Aberdeen buses
- On-bus audio announcements on some routes
- Introduction of hybrid buses on Stagecoach service 59.

DRAFT

Freight

- Rail freight gauge enhancements, central belt to Aberdeen and Elgin
- Rail freight facilities opened at Raiths and Craiginches
- Freight maps produced for Aberdeen and Aberdeenshire areas
- Signal alterations on Wellington Road to aid southbound HGV progression

Walking and Cycling

- Westhill – Kingswells – Aberdeen Cycle Route
- Various core paths improvements
- Kingswells – Bucksburn path upgrade
- Peterhead Cycle Demonstration Town – various sections of cycleway, promotions and events
- Fraserburgh Cycle Network
- Banff and MacDuff Cycle Network
- Riverside Drive cycle route, Aberdeen
- West Cults Bridge on Deeside Way
- National Cycle Network Route 1 Donside Path upgrade from Seaton Park through Donside Paper Mills site
- A96 Inverurie – Kintore – Blackburn – Aberdeen Cycleway
- Kingswells Roundabout Toucan Crossing
- Insch Footpath
- Greenbrae cycle project

Travel Behaviour

- Getabout Partnership formed and brand launched April 2008
- Getabout website and associated social media accounts established
- Walkit website
- Local Rail Guides and Timetables published
- Getabout Cycle Roadshow
- Sustainable Travel Grant Scheme
- Free on-line travel plan builder and associated monitoring
- Liftshare Scheme
- Park & Ride festive campaigns and leaflets
- Various promotional events and Challenges e.g. Bike Week, Walk to Work, In Town Without My Car
- Travel Planning support to various businesses and organisations throughout the North East
- City Car Club and Mearns Rural Car Club

2.24. The Nestrans five year review, as published in the April 2012 Board papers, provides a more detailed list of achievements within this period however it is also worth mention a number of schemes which, although are yet to be delivered, have been progressed significantly and are approaching the delivery stage:

- AWPR is through the public local inquiry stage
- Balmedie – Tipperty is through the public local inquiry stage
- 3rd Don Crossing has planning permission and public local inquiry concluded

DRAFT

- A96 park and choose site has planning permission and land acquired
- A90(S) park and ride is being developed
- Aberdeen to Inverness rail line is now at the GRIP 3 stage
- Kintore station considered as part of above report
- Dualling of the A96 is included in the Scottish Government's Infrastructure Investment Plan
- A preferred option for Haudagain roundabout improvements has been tested and agreed
- Improvements to Inveramsay Bridge are committed.

Funding

2.25. Since 2008 there has been a significant shift in the economic climate and in the availability of funding. Councils have seen reductions in their grant allocation and key partners such as Sustrans and other organisations have also seen funding cuts in recent years. As a result, the public sector bodies have to deliver their priorities within a more constrained budget. In recent years, budget constraints have seen a significant reduction in the provision of supported bus services and reductions in funds available for investment in cycling and walking infrastructure. On top of this, the severe winters experienced in recent years has resulted in issues such as road maintenance rising much higher up the priority list.

2.26. Despite reducing budgets, a significant amount of private investment has been secured to deliver transport schemes and whilst the region's economy was not immune to the consequences of the recession, it has been one of the most resilient parts of both Scotland and the UK and is identified as an area to watch in terms of moving the country towards growth.

2.27. Looking to the future, the recent approval of the Strategic Transport Fund provides a potentially significant source of income for the delivery of strategic transport improvements to mitigate the impacts of development to 2035.

RTS monitoring and trends

2.28. Since publication of the RTS in 2008 an annual monitoring report has been produced to identify changes in trends and progress towards achieving the objectives. Some of the key findings from the most recent monitoring report (April 2012) are detailed below.

Table 2: Summary of key indicators and progress from the monitoring report

Areas where good progress has been made
Rail patronage continues to grow, with significantly greater growth than the Scottish average.
The number of road casualties has reduced.
The number of people cycling has increased.
The growth in road traffic over a 10 year period is reducing and an overall reduction in annual vehicle traffic has been seen in the last two years.
Significant improvements in the number of children walking or cycling to school

DRAFT

has been achieved and the proportion of children being driven to school is also starting to decline.
Areas where progress is not as good as was hoped
The proportion of people travelling to work by modes other than car driver has been maintained across the North East since 2005-06, although there have been slight increases in Aberdeen City. However, when looking at individual modes, it can be seen that increases in walking have been mirrored by decreases in bus use. There are also differences between the two local authority areas with levels of walking and car passenger declining in Aberdeenshire but increasing in Aberdeen City and rail use increasing by Aberdeenshire residents and declining in Aberdeen City.
Patronage at Ellon Park and Ride has seen a steady increase since it was opened in 2001 and an expansion to this facility is now being implemented. Patronage at Kingswells and Bridge of Don has generally been in decline for the last 6 years, however increases have been recorded in 2010 and 2011 and it is hoped that this is the start of an upward trend in park and ride use.
The number of passengers through Aberdeen Airport has been in decline in recent years however this was predominantly due to the economic downturn and they have returned to growth in 2011.
Areas where the trend is going in the wrong direction
Congestion on trunk roads has increased significantly between 2005 and 2010, particularly on the A90, although it should be recognised that there have been significant fluctuations year on year and the target that was set to reduce congestion was based on the assumption that the AWPR would be in place.
The proportion of goods moved by rail increased significantly between 2005 and 2006, however there has been little growth since. Road is still the main mode of transport for goods, accounting for 82%.
The volume of goods through Aberdeen harbour and Peterhead harbours decreased to 2009 and into 2010 for Aberdeen Harbour. Peterhead saw a significant increase in 2010 and Aberdeen has seen a return to growth in 2011. Overall however, the volume of goods has decreased.
Bus journey times are increasing. When compared to the equivalent journey time by car, the gap is widening.
Although there have been increases in the cost of car parking in recent years, the cost of bus travel has also increased and remains significantly more expensive when comparing 2 hours parking in a Council multi-storey to a peak day bus ticket.
Bus vehicle kilometres have decreased year on year between 2005/06 and 2007/08. Although this data is no longer presented in this way it is believed that this decline has continued.
Data collected through the Bus Quality Partnership indicates that bus patronage declined across the North East between 2008/09 and 2010/11, although figures for 2011/12 indicate this decline may have levelled off. This trend is reflected across other areas of Scotland where patronage has declined during the years of recession.

DRAFT

2.29. The 2012 RTS monitoring report shows that, of 45 indicators for which indicative targets have been identified, using the most up to date data available, 20 are currently on target, 16 show some success and only 5 are moving in the wrong direction. In some cases, the interim targets for 2011 have already been met. The full monitoring report is available on the Nestrans website via this link: http://www.nestrans.org.uk/rts-monitoring-report.html

Consultation Questions:

1. Does the above fairly reflect the changes in policy, funding and trends since the publication of the RTS in 2008?

2. Are there any other issues affecting the extension of the RTS that should be considered?

3. What trends are forecast to 2035?

Population growth & housing requirement

3.1. The most recent population estimates for Aberdeen City and Shire show a population of around 468,000 in 2011, a growth of 25,000 since 2006. Population forecasts estimate that the population of working age will increase by around 25% in Aberdeen City and 15% in Aberdeenshire between 2010 and 2035. During this same period, the population of pensionable age is also forecast to rise by 25% in the City and by 50% in Aberdeenshire. The number of people aged 75 and over is anticipated to see even greater increases of +69% in Aberdeen City and +130% in Aberdeenshire between 2010 and 2035.[1]

3.2. The Structure Plan and emerging Strategic Development Plan (SDP) aim to significantly increase the region's population to 480,000 by 2030 and 500,000 by 2035. In order to accommodate this level of growth, the main issues report for the SDP sets out a proposed housing allowance of over 67,000 homes between 2011 and 2035.

3.3. The planned growth in population and households will have a significant impact on the transport network as the number and pattern of trips increases and changes. In addition to the predicted increase in population, challenges will come from the changing composition of the population in years to come. If, as predicted, the proportion of people who are of working age (16 to 65) falls in comparison to the proportion of people of pensionable age, this will have a significant effect on the economy of the area and the way in which services are provided for an increasingly elderly population. Changes in other factors such as car ownership and the location of development will also have significant impacts on the pattern of trips and the transport network.

3.4. As set out in the Structure Plan and the SDP main issues report, the vast majority of development will take place in the strategic growth corridors (Aberdeen City, Aberdeen to Huntly, Aberdeen to Laurencekirk and Aberdeen to Peterhead) and the two Local Development Plans set out the location of development in more detail.

[1] Source: National Records for Scotland: Population Projections for Scottish Areas (2011 – based)

DRAFT

Cumulative transport impact

3.5. In order to fully understand the impact of this planned level of growth on the transport network, Nestrans and the Strategic Development Planning Authority (SDPA) commissioned MVA Consultancy to undertake an appraisal of the two Local Development Plans to consider the planned changes in land use and the cumulative transport impacts associated with the scale and distribution of development proposals.

3.6. The following headline transport indicators resulting from this study demonstrate the anticipated impact of the construction of all planned housing and employment uses to 2023 compared to 2010 traffic and travel conditions:

- +20% rise in daily car trips;
- +10% rise in daily public transport trips;
- +30% rise in annual vehicle kilometres;
- +15% rise in annual carbon emissions (tail pipe); and
- Small decrease in region-wide time lost due to congestion per kilometre travelled.

3.7. These figures take account of anticipated changes in the proportion of the working and non-working age population and changing trends in car ownership, vehicle fuels and technology as well as the completion of the following transport infrastructure schemes which it is assumed will be delivered by 2023:

- Improved Edinburgh-Aberdeen, Aberdeen-Inverurie & Aberdeen-Inverness services;
- Laurencekirk rail station & rail service changes;
- Grade separation on the A90 at Findon;
- A956 dual carriageway upgrade;
- Union Street pedestrianisation and traffic management schemes;
- An A96 to Aberdeen Airport link road;
- A90 Balmedie-Tipperty dualling;
- AWPR;
- Park and Ride sites at Chaplebrae, Parkhill & Schoolhill and associated bus services;
- Haudagain roundabout improvements; and
- The 3rd Don crossing.

3.8. The study also identifies how the development plan is predicted to impact on the operation of key areas of the road and public transport network including the A90 south, A956, Bridge of Dee, A944, Lang Stracht, Haudagain, 3rd Don Crossing, Bridge of Don, A96 and A947. The results show that at many locations, congestion

DRAFT

levels are anticipated to be in excess of present day conditions, including sections of the A90 South corridor, A96 corridor and A944 corridors.

The Strategic Transport Fund

3.9. The cumulative transport appraisal enabled, for the first time, a strategic overview of the impact of the proposals outlined in the structure plan and LDPs to be taken. The analysis identified the 'hot spots' on the strategic transport network where congestion is likely to increase significantly as a result of new development and the likely scale of intervention required to mitigate this impact. A high level package of interventions was identified and tested, over and above already committed transport schemes, including the AWPR, Haudagain roundabout, park and ride sites and Union Street pedestrianisation.

Table 1: Strategic transport cumulative impact requirements

Public transport
New station at Kintore Bus priority measures Bus frequency improvements Additional bus services linking new development sites to city centre and other key employment destinations
Road network (over and above local road infrastructure requirements)
North Aberdeen Parkway, Persley Bridge & Parkhill junction and capacity improvements
A96 corridor Capacity improvements & upgrade AWPR Kingswells North junction
A944 corridor Upgrade to A944 junctions and safety / limited capacity improvements on access to A93
A956 / A90 corridor Junction capacity improvements River Dee link

3.10. In order to address the cumulative impacts of development, Supplementary Guidance to the structure plan has been developed and adopted to deliver these identified projects through a strategic transport fund. The purpose of this guidance is to provide a mechanism for securing contributions from development to fund the delivery of this strategic infrastructure. In doing so, this guidance will help deliver the development potential identified in the structure plan and ensure support for sustainable economic growth priorities in Aberdeen City and Shire. The projects include road and public transport interventions in a variety of locations where the cumulative impact of new housing and employment is likely to cause increased congestion. By sharing the financial burden widely across the region, no one development will be liable for the cost of a specific project or delayed by its implementation. Under this new approach, developers will continue to make appropriate payments to mitigate their localised impacts such as local roads improvements, education, affordable housing, community waste, and other services required to facilitate their development, as is currently the case.

DRAFT

3.11. These intervention areas have not previously been identified in the RTS but will be key to enabling the scale of development identified in the Structure Plan and the growth and success of the region as a whole. As with all other potential interventions of this scale, a full appraisal and assessment, detailed engineering design and environmental assessment of each location will be required in order to progress these interventions and identify the most appropriate solution. Incorporating these into the RTS will also require a high level appraisal against objectives, assessment of the alternatives and assessment under the SEA.

3.12. The supplementary guidance "delivering identified projects through a strategic transport fund" provides the details of this mechanism and can be viewed at http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?lID=963&sID=38

The cost of fuel

3.13. The Department of Energy and Climate Change provide a range of projections on the cost of fossil fuels and present a number of different scenarios for the future. This is an area of significant uncertainty with many external influencing factors that are difficult to predict. It is however an issue that has the potential to significantly influence travel patterns, accessibility, the economy and the delivery of the RTS as a whole. The RTS needs to be aware of these potential changes and monitor likely future trends in order to be able to respond appropriate in the delivery of its actions.

Summary

3.14. The Structure Plan, Local Development Plans and emerging Strategic Development Plan set out a step-change in the scale of development proposed for the region. The impacts of this development on the transport network will be significant. The impacts on road traffic growth, congestion and emissions will present a significant challenge to achieving the Government's central purpose of sustainable economic growth and without significant moves towards the adoption of cleaner fuels and alternative modes, a real challenge to achieving national climate change, air quality and cycling targets.

3.15. Advances in technology and trends towards increases in remote and smart working will go some way to altering travel patterns and reducing the need to travel, however it is not thought that this will be sufficient on its own to reduce congestion and emissions as the need to access work and services will remain.

3.16. The trend towards increasing levels of obesity and resulting poor health is also anticipated to continue. Tackling this rise, particularly in children, is monitored as a national indicator and in the Single Outcome Agreements of the two Councils. The RTS has a significant role to play in tackling this through the Health & Transport Action Plan and the promotion of active travel modes.

3.17. The re-fresh of the RTS needs to consider whether the objectives and actions, as set out in the current RTS, remain valid and fit-for-purpose in light of the trends identified above, how they can be achieved and whether the RTS needs to do more, over and above the committed and proposed schemes listed above, in terms of reducing the

DRAFT

anticipated increases in daily car trips and vehicle kilometres predicted through the cumulative impact study.

Consultation Question

3. Are there any other trends that will influence the delivery of the RTS that need to be considered?

4. Where do we want to be in 2030/35?

4.1. Our vision for transport in the north east, as set out in the current RTS is "*a transport system for the north east of Scotland which enables a more economically competitive, sustainable and socially inclusive society*." This is a long term vision and one that is still relevant today and to 2035. It is therefore proposed to re-affirm and maintain this vision.

4.2. The objectives of the RTS were set following thorough consideration of the issues and, following STAG methodology, were developed to be SMART. The objectives of the RTS are long term and it will take many years for them to be achieved. They have however been reviewed in light of the progress made to date towards achieving them and the trends forecast to 2035 to ensure that they remain valid and fit for purpose. The objectives as set out in 2008 are detailed below:

Strategic Objective 1: Economy - To enhance and exploit the North East's competitive economic advantages, and reduce the impacts of peripherality

a) To make the movement of goods and people within the north east and to / from the area more efficient and reliable.

b) To improve the range and quality of transport to / from the north east to key business destinations.

c) To improve connectivity within the north east, particularly between residential and employment areas.

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.

a) To enhance travel opportunities and achieve sustained cost and quality advantages for public transport relative to the car.

b) To reduce the number and severity of traffic related accidents and improve personal safety and security for all users of transport.

c) To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of north east residents.

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.

a) To reduce the proportion of journeys made by cars and especially by single occupant cars.

DRAFT

b) To reduce the environmental impacts of transport, in line with national targets.

c) To reduce growth in vehicle kilometres travelled.

Strategic Objective 4: Spatial Planning - To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east.

a) To improve connectivity to and within Aberdeen City and Aberdeenshire towns, especially by public transport, walking and cycling.

b) To encourage integration of transport and spatial planning and improve connections between transport modes and services.

c) To enhance public transport opportunities and reduce barriers to use across the north east, especially in rural areas.

4.3. The objectives above, set in 2008, are long-term objectives that will take many years to decisively influence, although the annual monitoring report shows that good progress is being made towards many of them. It is not however considered that any of them have been met and indeed many will become increasingly more challenging to achieve given the level of development proposed, in particular objective 3c. It is not however felt that the direction of the RTS has changed and the review of the issues and trends to 2035 do not reveal any new issues that are not covered by the existing objectives. A further consideration is that the objectives and policies of a wide range of other regional and local policies, including the Structure Plan, Local Transport Strategies, ACSEF Economic Manifesto and SOAs are already aligned with the objectives of the RTS and we wish to see this alignment continue.

4.4. Discussion at an officer workshop in February 2012 identified a number of areas that may warrant further emphasis in the RTS, such as climate change requirements, recognition of new technologies and the importance of strategic walking and cycling links. It is however felt that these issues are covered by the current objectives and should therefore be dealt with in a revised delivery plan.

4.5. One small change is proposed to objective 2b, to refer to reducing the number and severity of traffic related casualties, rather than the number of accidents. This more accurately reflects ultimately, what we are trying to reduce and fits with the Scottish Governments Framework for Road Safety and the Local Authorities Joint Road Safety Plan.

4.6. Taking all the above points into consideration, it is not proposed to change the RTS objectives at this stage (beyond the minor wording change under objective 2b) but rather to review how they are best delivered.

Consultation Questions:

4. Do you agree that the objectives remain valid and fit for purpose?
5. Do you agree with the proposed wording change of objective 2b?
6. The objectives currently all carry an equal weighting. Is this still appropriate?

DRAFT

5. The preferred strategy package

5.1. The RTS sets out a number of policies and proposals for action under three sub-strategy headings:

- External connections;
- Internal connections; and
- Strategic policy framework.

5.2. It is this list of policies and actions that we propose to re-fresh and add to in order to extend the strategy to 2035. In addition to the actions contained within the RTS a number of more detailed action plans have been developed since 2008 and are being delivered, namely:

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

5.3. The following pages provide a list of the existing RTS actions, a short textual update and proposed amendments, including where new actions are proposed. The action plans listed above will also be reviewed and update following the review of the RTS and this is referenced under the appropriate actions below.

5.4. Your comments and feedback are requested on these proposed amendments.

DRAFT

Proposed updates and amendments to the strategy

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
EC1 **Rail links and services**	i) Reducing journey times to Edinburgh and Glasgow, and further south	The journey times of one or two journeys have been reduced however on the whole they remain the same. The Scottish Government's Infrastructure Investment Plan and STPR commit to reducing journey times between Aberdeen and the central belt by 20 minutes. Network Rail have submitted a draft GRIP3 report to Transport Scotland which investigates a preferred option for Aberdeen to Inverness line improvements.	This remains a relevant action. No change proposed.
	ii) Improved train capacity, comfort and reliability.	Additional services (and additional carriages) have been introduced to address the most severe overcrowding problems, as highlighted by Nestrans through surveys and significantly increasing patronage figures. Overcrowding issues do however remain on a number of services, particularly at peak times. Nestrans capital budget has also been used to fund Access for All improvements at stations across the North East.	This remains a relevant action. No change proposed.
	iii) Support for High Speed Rail connections to London, which benefit the north east.	The UK Government has committed to the delivery of High Speed Rail and has confirmed the route of the line from London to the West Midlands and Leeds. There are clear benefits of HSR to Edinburgh and Glasgow however realistically it will not extend north beyond the central belt due to distance and population density. It is therefore essential to ensure that the North East benefits from HSR in other ways and Nestrans is making the case that this be through securing our existing access to London airports, including Heathrow, based on the assumption that HSR to the central belt will reduce the pressure on London airports from reduced demand from the central belt.	This remains a relevant action. No change proposed.

DRAFT

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
		The Scottish Government has published 'Fast Track Scotland – Making the Case for High Speed Rail Connections in Scotland'.	
EC2 Strategic roads	i) Overcoming constraints on the network that have a direct impact on travel to / from the north east, such as the A90 through Dundee	A number of junctions on the A90 between Perth and Aberdeen have been grade separated, including junctions at Findon and Portlethen, to facilitate development and improve safety. There are however still a number of constraints on this route, including the stretch of road through Dundee. The STPR identified the need for a Dundee Northern Relief Road. The dualling of the A96 to Inverness is also identified in the Scottish Government's Infrastructure Investment Plan.	This remains a relevant action however it is proposed to amend it to include reference to the A96. 'Overcoming constraints on the network that have a direct impact on travel to / from the north east, such as the A90 through Dundee and dualling the A96 to Inverness.'
EC3 Inter-regional bus and coach travel	i) Support further development of inter-regional bus and coach travel between the north east and other Scottish towns and cities and further afield.	There has been an increase in the number of inter-regional coach trips and the launch of the Citylink Gold service to Glasgow has seen an increase in service and quality on this route.	This remains a relevant action. No change proposed.
	ii) Explore possible links to park and ride sites.	Planning permission has been granted for the park and ride site on the A96 and the application for the A90(S) site has been submitted. Bus operators have been consulted in the design process for the new park and ride sites and discussions are ongoing on how best to serve them.	This remains a relevant action. No change proposed.
EC4 Connections by sea	i) Closer joint working through the North East Ports Forum.	This forum no longer exists and its role has been subsumed into the North East Freight Forum which meets on a regular basis. The launch of the Freight Forum has seen significant improvements in joint working in this sector and a Freight Action Plan has been produced and is being implemented.	Propose amending action to: Closer joint working through the North East Freight Forum.
	ii) Improved access and facilities at ports and interchange with	The first phase of the Torry Quay redevelopment has been completed with upstream quays replaced by 300m of	This remains a relevant action. No change proposed.

DRAFT

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
	passenger ferries.	deepwater berthing and creation of additional room in the River Dee. Deepening and resurfacing of Commercial Quay East has been completed. Point Law peninsula further developed with additional bulk facilities and a single point of access created. The Port authority at Peterhead has completed £33.5M plans for new 650ft quay at the Smith Embankment and a new 328ft breakwater at the Albert Quay. It was opened on time and within budget in October 2010. A grant of £7.57M has been announced from the European Fisheries Fund to deepen part of Fraserburgh Harbour to give access to more boats and improve local facilities. Significant improvement in access between Aberdeen Harbour and the bus and rail stations has been achieved through the development of the new bus station and Union Square. There is however still scope for improvements to access and facilities at both Aberdeen and other harbours.	
	iii) Development of new freight and passenger facilities.		It is proposed that this action is amended to reflect recent improvements, but recognise that there are still opportunities to further improve both freight and passenger facilities at the region's ports. 'Continue to enhance freight and passenger facilities at north east ports'
	iv) ***New action***	A new contract for Northern Isles ferry services will operate from July 2012. Daily services from Aberdeen to Lerwick (with connections via Kirkwall).	***Proposed new action*** It is proposed that a new action is added to: Continue dialogue with the Scottish Government and Northern isles ferry service operator to ensure continuing services from Aberdeen'
EC5 Connections by air	i) Support expansion of direct destinations from Aberdeen and frequency of popular services.	The number of destinations served from Aberdeen has risen from 46 in 2007 to 50 in 2012. September 2012 also saw the launch of a new route to London City. Although new routes have been added in recent years, this remains a relevant action and is key to the economic success of the region.	This remains a relevant action. No change proposed.

DRAFT

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
	ii) Support runway extension to facilitate wider range of destinations and more efficient, modern aircraft.	The runway extension at Aberdeen Airport was completed in September 2011 and added 124m to the runway. Consultation on the Airport Masterplan is currently underway and it is anticipated that additional runway extensions may be required in the period from 2020 to 2040. Planning approval already exists for a further 176m extension.	This remains a relevant action.
	iii) Ensure protection of slots for Aberdeen services at key hubs such as London Heathrow.	This is being actively pursued through a number of channels, including Nestrans response to the recent aviation consultation issue as well as our input into the case for High Speed Rail (see above). Nestrans, along with Hitrans, has also commissioned an evidence note to determine the importance of access to London from the North of Scotland.	This remains a relevant action. No change proposed.

Internal connections	Adopted RTS Action	Update	Proposed amendments
IC1 **Rail connections**	i) Increased frequency of services between Inverurie-Aberdeen-Stonehaven through Aberdeen Crossrail and improved services to Inverness.	A new station was opened at Laurencekirk in 2009. The term 'Crossrail' is no longer used, with the preferred strategy to push for the delivery of the elements of Crossrail incrementally rather than as one large package. Discussions have been ongoing with Transport Scotland regarding enhanced Aberdeen-Inverness Sunday services. An additional service now stops at Stonehaven and Laurencekirk on a Saturday morning and at Laurencekirk at 2105 Mon-Sat. It is the intention to explore opportunities to extend trains on the Inverness-Aberdeen line through to Montrose to improve local services, however awaiting publication of the GRIP3 report for Aberdeen-Inverness improvements before investigating this opportunity.	This action remains relevant although it is proposed that it is amended to: 'Seek to secure an increased frequency of services between Inverurie-Aberdeen-Stonehaven and improved services to Inverness' The elements of Crossrail are still being delivered but are being taken forward incrementally as individual projects rather than branded as one package of improvements. This proposed change would

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
			not therefore change the overall direction of this action.
	ii) Proposed new station at Kintore and further development of the rail system to be set out in the Rail Action Plan.	The Rail Action Plan has now been developed and is being delivered. There have been significant increases in rail patronage at north east stations including 115% increase at Dyce and 171% increase at Inverurie between 2004/05 and 2010/11. Kintore station is being pursued as a priority and is identified as necessary to address the cumulative impacts of new development through the Strategic Transport Fund. The recently announced Scottish Government's New Stations Fund is also a potential source of contributory funding.	This remains a relevant action however now that Kintore station is being progressed, the next priorities for rail development in the region should be identified through the rail action plan**.** This action plan will be reviewed in the context of the RTS re-fresh.
	iv) ***New action***	Linked to the action above, it is proposed that a separate action be added to investigate the potential for further stations in the context of line upgrades, enabled by through running of trains across Aberdeen.	***Proposed new action*** 'Investigate the potential for further stations in the context of upgrades to the existing rail lines enabled by through running of trains across Aberdeen and assessing future demand for local rail services.
IC2 **Road improvements**	i) Strategic road capacity improvements – tackle constraints on the A90 Ellon to Peterhead, A96 west of Inverurie, Haudagain junction, Access to Aberdeen from the south, and at other junctions serving Aberdeenshire towns.	A number of improvements have been delivered in this area including Wellington Rd dualling between Charleston Interchange and Souterhead roundabout, College St dualling, Market St corridor improvements, A90 grade separation at Findon, Wapping St gyratory alignment improvement and segregated left turn lane at King George VI Bridge into West Tullos Rd. The Scottish Government have also announced their intention to dual the A96 in the long term as part of their Infrastructure Investment Plan; Balmedie-Tipperty dualling has been approved and a preferred option has been agreed and commitment given to improve the Haudagain junction	Although a number of improvements have been made, a number are still to be delivered. This therefore remains a relevant action. The action should consider and identify which routes/constraints are priorities for resolution whilst keeping open the option to explore the feasibility of

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
		once the AWPR is in place. A preferred option has also been identified for Inveramsay Bridge on the A96 and ground investigation works commenced.	longer term projects.
	ii) Strategic road 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.	A number of strategic road safety improvements have been delivered including: • A947 route action • A944 Mossat to Westhill safety barriers • anti-skid, signs and lines on A92, A944, A981, B997, A93, A97, A950 • A920 Riverside Rd / South Rd, Ellon traffic signals • Interactive signs on A980 Raemoir and Riverside Drive, Aberdeen; • A new merge lane at the northern Laurencekirk junction; • Puffin, toucan and zebra crossings at various locations • Guild St pedestrian safety – footway widening measures • King Street lighting improvements.	Significant progress and funding has been dedicated to this area, however strategic road safety improvements will remain a key action. The action should consider and identify which routes/areas are priorities for resolution. Specific reference should be made to key priorities such as Laurencekirk junctions.
	iii) Car share lanes – trialling priority lanes for cars with multiple occupancy.	A study has been undertaken to look at a High Occupancy Vehicle lane on Stonehaven Road on the A90. This study concluded that the introduction of such initiatives will need to wait until the AWPR has been constructed in order to generate significant benefits.	This remains a relevant action. No change proposed.
	iv) Prioritised maintenance for strategic routes, with particular benefits for public transport and sustainable modes.	Significant funding has been put towards strategic maintenance including at A92 Bervie Bridge, Queen Elizabeth Bridge refurbishment and resurfacing on A92, A93, A944, A947, A952, A97, A98, A956 Wellington Rd and A956 Ellon Rd.	This remains a relevant action. No change proposed.
	v) Support Local Authorities in bringing forward LTS projects	The objectives of both Councils' LTSs are in line with the RTS and the Nestrans delivery plan developed and	This remains a relevant action. No change proposed.

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
	that contribute to strategic objectives.	approved in partnership with the two Councils.	
	vi) The above actions 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 2012.	Due to legal challenge, the timescales for delivery of the AWPR and associated projects, including Balmedie-Tipperty have been delayed. The AWPR case was heard in the Supreme Court in July 2012.	This remains a relevant action however it is proposed to bring it up-to-date to reflect the current situation: 'The above actions build on the AWPR and dualling of A90 Balmedie-Tipperty which are being taken forward by Transport Scotland'
	vii) ***New action***	To facilitate the development of the Local Development Plans for Aberdeen City and Aberdeenshire, Nestrans and the SDPA commissioned a study to examine the cumulative impact on the strategic transport network of the scale of development proposals in the Structure Plan. It took into consideration the range of schemes already committed and assessed the additional impact of new development on the transport network. This study identified a number of areas where congestion is predicted to significantly increase and where intervention on the strategic transport network is required. A package of interventions has been identified to mitigate these impacts. These are: • Parkway, Persley Bridge & Parkhill junction and capacity improvements; • Capacity improvements & upgrade AWPR Kingswells north junction; • Upgrade A944 junctions and safety / limited capacity improvements on access to A93; • A956/A90 junction capacity improvements; and	***Proposed new action*** Strategic road improvements to mitigate the cumulative impact of development: • Parkway, Persley Bridge & Parkhill junction and capacity improvements; • Capacity improvements & upgrade AWPR Kingswells north junction; • Upgrade A944 junctions and safety / limited capacity improvements on access to A93; • A956/A90 junction capacity improvements; and • River Dee link These improvements will be funded through the Strategic Transport Fund and in line with

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
		• River Dee link. These actions predominantly contribute to the economy objective of the RTS particularly making the movement of people and goods more efficient and reliable and improving connectivity. They also provide opportunities to improve safety for all road users, including pedestrians and cyclists and reduce the impact on air quality by improving the flow of traffic. A number of public transport interventions were also identified as part of the package of mitigation measures and these are dealt with under separate RTS headings below.	the SDPA supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund".
IC3 **Bus Improvements**	i) Quality bus corridor improvements to services and facilities.	The Quality Partnership between Nestrans, the local authorities and bus operators was re-freshed and signed by all partners in 2010. This sets an updated set of standards and targets which are monitored on an annual basis. A Bus Punctuality Improvement Partnership (BPIP) has also been established and corridor action plans established for Buchan / King Street and A96 corridors. Other bus quality partnership improvements delivered include: • Bus Quality Corridor improvements on main radial routes – A947, A96, A93, A944, A90(S) and A90(N); • Airlink service between Dyce railway station and the Airport launched in December 2008 and supported until commercially viable, bus stops and shelters installed along the route and timetables published. • Night time transport zone set up in the city centre; • ARI bus interchange improvements; • Direct Jet service launched Aug 2010 from Aberdeen bus station to the Airport. • Bus Route Development Grant improvements on	This remains a relevant action. No change proposed.

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
		Stonehaven and Banchory to Aberdeen services and No 5 service within Aberdeen. • Route infrastructure improvements to support the introduction of hybrid vehicles on Stagecoach service 59.	
	ii) Develop a Bus Action Plan to improve quality and reliability of services and set out proposals for extending bus priority measures.	A Bus Action Plan has been produced and is currently being delivered. This will be re-freshed in line with the re-fresh of the RTS and a review of the standards and targets. Bus priority measures have been delivered through the city council's Scoot system at signal controlled junctions, a new bus lane on King Street/Castle Street linking to Union Street, extension of the bus lane on Holburn Street on approach to Bridge of Dee and designation of a bus lane on Foresterhill Road through the ARI site have all been delivered. Decriminalisation of bus lane enforcement has also been approved and will be implemented in Aberdeen in 2012.	It is proposed to amend this action to: Review and continue to deliver the Bus Action Plan to improve quality and reliability of services and set out proposals for extending bus priority measures.
	iii) Explore Rapid Transit options through the Bus Action Plan.	This has not been progressed to date and it is questioned whether bus rapid transit is relevant for the North East within the timeframe of the RTS given the scale of capital investment that would be involved. It does however remain an option that could be explored in the longer term, taking account of technological advances if appropriate.	It is proposed that this action is amended to 'Explore the options for rapid transit in the longer term through the Bus Action Plan'.
	iv) Expand Park and Ride provision linked to the development of the AWPR.	Plans for two new park and ride sites on the A90(S) and A96 are being progressed with the site on the A96 already having planning permission and the A90(S) site currently going through the planning process. Park and Ride facilities at Bridge of Don and Kingswells continue to operate, although there is an ongoing review being carried out by Aberdeen City Council as to the permanent location and any opportunity to increase the existing provisions. A park and ride site at Ellon has been established and use of this site continues to grow year on	This remains a relevant action, however it is proposed that it is updated to also identify the potential for mini-hubs and facilitate opportunities to use existing bus services. 'Expand Park and Ride provision linked to the development of the AWPR and explore the potential for mini-

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
		year.	hubs that can be served by existing bus provision.'
	v) Improve information provision including expanding real-time information systems across Aberdeen City and Shire.	Both Councils have published and are now delivering bus information strategies. Significant improvements have been made to at-stop timetable information across the region through the Quality Partnership. Progress on real time information has been made with Aberdeenshire currently developing a system and the launch of the real time bus weblink. Technological advances are now seeing the introduction of QR codes and Near Field communications technology. On bus audio announcement equipment is also being installed on the Jet services and Deeside corridor vehicles.	This remains a relevant action. No change proposed.
	vi) ***New action***	Strategic bus priority and bus frequency improvement measures have been identified through the cumulative impact assessment as required to mitigate the cumulative impact of the scale and location of development identified in the Structure Plan. These actions contribute to the range of RTS objectives particularly linking residential and employment areas, accessibility, mode shift and environmental objectives.	***Proposed new action:*** Strategic bus priority and bus frequency improvements as well as additional bus services linking new development sites to the city centre and key employment destinations to mitigate the cumulative impact of development. These improvements would be supported through the Strategic Transport Fund and in line with the SDPA supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund".
IC4 **Demand**	i) Support extension of 'Dial-a-Bus' and similar services to serve those unable to access	Support has been provided to a number of DRT services including assistance with the purchase of vehicles for services in the City and for the Buchan Dial-a-Bus service in	This remains a relevant action. No change proposed.

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
Responsive Transport	conventional buses and to link with scheduled bus services.	Aberdeenshire.	
	ii) Support community transport providers and encourage development of services.		This remains a relevant action. No change proposed.
	iii) Seek to ensure that taxis are provided in an efficient and effective way, which meets the needs of customers.	Sections of bus lane that have been introduced are accessible to taxis and private hire vehicles and other road capacity improvements have benefited taxis and private hire. The City Council has reviewed taxi provision in the city centre and established night time taxi ranks.	This remains a relevant action. No change proposed.
IC5 **Transport Interchange**	i) Maximising interchange potential of Guild Street development and link with Union Street and support enhancement of other interchange points in Aberdeen.	Significant improvements have been made through the bus station and Union Square development and some improvements made to footpaths and crossings linking to Union Street with the bus / rail station and Union Square development. Aberdeen City Council is currently developing a City Centre Transport Masterplan which will deal with issues of interchange and connectivity.	This remains a relevant action however it is proposed to bring it up-to-date to reflect the current situation. Maximise the interchange potential of the bus and rail station developments, the links between Union Square and Union Street and support enhancement of other interchange points in Aberdeen.
	ii) Support further improvements to interchange facilities in Aberdeenshire towns, in particular building on developments at Inverurie, Peterhead and Banchory.	A new bus station has been developed at Peterhead and Aberdeenshire Council has carried out a significant amount of work in identifying and improving interchanges in Aberdeenshire towns. This has included installation of journey planning kiosks and information provision at designated interchange points. There has however been a lack of progress at Inverurie due to land ownership issues, particularly in respect of the railway.	This remains a relevant action. Change proposed to bring the action up-to-date and reflect the current situation.
	iii) Work with operators to develop integrated ticketing	This is being progressed through a ticketing task group. A Fares & Ticketing Strategy was approved by Nestrans and	It is proposed that this action be amended to reflect the

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
	across services and operators in the north east.	the two Councils in 2012. One of the key actions contained within the strategy is the development of an integrated ticket and longer term aspirations to introduce smart ticketing.	opportunities for smart ticketing, either through smartcards or other emerging technologies: Work with operators to develop integrated and smart ticketing across services and operators in the north east. The details of this action are contained with the Fares & Ticketing strategy.
IC6 **Walking and Cycling**	i) Support investment in measures to increase safety and security of walking and in particular to facilitate interchange between different modes of transport.	Since the publication of the RTS, Core Path Plans have been adopted in both Aberdeen City and Aberdeenshire and Nestrans has contributed funding towards the development and improvement of a number of these paths. This has included the funding of the West Cults Bridge on the Deeside Way which was opened in 2010.	This remains a relevant action. No change proposed.
	ii) Urban realm improvements to improve the pedestrian environment.	Puffin, toucan and zebra crossings have been created at a number of locations. Improvements have also been made to widen the pedestrian crossing enclosure on Guild St and to widen the pavement on Guild Street to cater for the increased pedestrian traffic accessing Union Square.	This remains a relevant action. Change proposed to emphasise the strategic importance of pedestrianisation in City and town centres. 'Urban realm improvements to improve the pedestrian environment, including the pedestrianisation of Union Street.'
	iii) Support the extension of low speed zones, particularly where it improves the environment for pedestrians and cyclists and increases safety for children.	Residential low-speed zones have been implemented in many parts of Aberdeen and Aberdeenshire, and Aberdeen City Council has introduced one of the most extensive 20mph zones in the country, covering the City Centre. Time restricted 20mph zones have also been created around	This remains a relevant action. Change proposed to update and emphasise continuation.

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
		every school in the region.	
	iv) Continue development of cycle routes on key routes within Aberdeenshire, into Aberdeen and on routes through the City.	Significant work has been carried out to improve links for cyclists, including: • Construction of the Westhill-Kingswells-Aberdeen cycle route; • Kingswells – Bucksburn path upgrade; • Peterhead cycle demonstration town – various sections of cycleway; • Fraserburgh cycle network improvements; • Banff and MacDuff cycle network improvements; • Riverside Drive cycle route, Aberdeen; • West Cults Bridge on the Deeside Way; • NCN1 Donside Path upgrade from Seaton Park through Donside Paper Mills site; • A96 Inverurie-Kintore-Blackburn-Aberdeen cycleway. Many of these schemes also have significant benefits for pedestrians.	This remains a relevant action but it is proposed that it be strengthened on the issue of creating a network of routes and is amended to: Continue development of a connected network of strategic cycle routes on key routes within Aberdeenshire, across the boundary into Aberdeen and on routes through the City.
IC7 **Airport Surface Connections**	i) Encourage enhanced bus services to Aberdeen Airport to be detailed in the Bus Action Plan and Delivery Plan.	The launch of the Stagecoach Jet 727 service from Aberdeen bus station direct to the airport has achieved a significant improvement in public transport links to the airport. This combined with the service 80 shuttle bus service between Dyce station and the airport and the section of bus lane from the airport to Dyce Drive has significantly enhanced public transport accessibility. Access to the airport should be encouraged by all modes and Nestrans has part funded the installation of a cycle shelter and racks at the airport.	It is proposed that this action be amended to cover enhanced access to the airport by all modes of transport. Change action to 'work with Aberdeen Airport in developing and monitoring a Surface Access Strategy to ensure high quality links to the airport by all modes.'
	ii) Support a shuttle bus between Dyce station and the airport	The service 80 Dyce shuttle bus was introduced in 2008 and initially subsidised by Nestrans and BAA. It is now operated	Recognising the importance of Dyce as an international

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
	terminal.	by Stagecoach and subsidised by Nestrans in the hope that it can move towards being a commercial service in the near future. Further plans are being developed to improve facilities for buses at Dyce Station.	gateway it is proposed that this action be amended to 'Work with partners to develop links to the airport including the upgrade of Dyce railway station and improved access for public transport.
	iii) In the longer term, explore the potential for Bus Rapid Transit or enhanced rail services to the airport, providing faster, more reliable journey times.	No progress has been made on this action to date. Bus rapid transit may be explored in the longer term however in terms of access to the airport it may be better to widen this action out to high quality transport links in general.	It is proposed that this action is amended to 'support high quality transport links to the airport using innovative and technological advances where appropriate'.
IC8 **Port Surface Connections**	i) Support measures to improve access to port facilities.	Nestrans and Aberdeenshire Council are partners in a European InterReg project GreCor, looking to ensure good access between ports and their hinterlands.	This remains a relevant action. No change proposed.
	ii) Facilitate improved interchange between Aberdeen ferry terminal and bus and rail stations.	Significant improvements have been made for pedestrians accessing the ferry terminal from the bus and rail stations through the development of Union Square, however this remains a relevant action as Market Street still presents a significant barrier to smooth interchange and improvements to other aspects of interchange such as information provision and ticketing options could be made.	This remains a relevant action. No change proposed.
IC9 **Freight**	i) Support the development of modern intermodal freight terminals to provide future capacity for rail freight expansion.	A Freight Action Plan has been developed and is being implemented and a Freight Forum established to enable communication between industry and public bodies. A Freight Action Plan 2 is currently being developed. Rail freight gauge enhancements, Elgin to Mossend was completed in 2006 and rail freight facilities have opened at Raiths and Craiginches.	Update action to reflect current position, "retain and develop modern intermodal freight terminals to serve the region."
	ii) Investigate potential for	The Freight Action Plan sets out a number of actions in this	This remains a relevant action.

DRAFT

Internal connections	Adopted RTS Action	Update	Proposed amendments
	measures to provide more reliable journey times for HGVs and identify a trial route for implementation of priority measures.	area and this is currently being reviewed. Freight maps have been produced for Aberdeen City and Aberdeenshire and signal alterations on Wellington Road have aided southbound HGV progression.	No change proposed.
IC10 **Powered two-wheelers**	i) Support measure to improve safety of motorcycles and other powered two-wheelers and provide appropriate parking facilities.	Local authority and emergency service partners have conducted a high profile motorcycle safety scheme, Operation Zenith aimed at reducing powered two-wheeler casualties.	This remains a relevant action. No change proposed.

The Strategic Policy Framework	Adopted RTS Action	Update	Proposed amendment
TB1 **Promoting travel planning and travel awareness**	i) Implementation and future development of Nestrans' Travel Planning Strategy	A Travel Plan Strategy was developed in 2009 and significant effort has been focused on developing the Getabout brand and supporting the development of travel plans through the purchase of a Travel Plan Builder software, which is available to organisations across the North East. The RTS makes reference to the Dyce TMO which no longer exists and to the further development of TMOs generally. Rather than pursuing this model given that the Dyce TMO no longer exists, it is suggested that this be reworded to encouraging businesses to work cooperatively for common benefit.	This remains a relevant action although it is recommended that the strategy be updated in line with a re-fresh of the other action plans. This re-fresh should remove the reference to TMOs and insert a statement that Nestrans will facilitate and encourage businesses to work together on area-wide travel plans.
	ii) Continue to provide support through the Sustainable Travel Grants Scheme.	The Sustainable Travel Grant Scheme has provided a fund of £25,000 per year under which organisations and partners can bid for a 50% contribution up to £10,000 for projects that support travel by sustainable modes. Funding has been provided to a range of organisations including Grampian	This remains a relevant action. No change proposed.

DRAFT

		Police, NHS and private sector companies.	
	iii) Encourage increased take-up of car-sharing.	The number of participants in the Nestrans carshare scheme has increased significantly from 899 people in 2008 to 2,415 in 2012, saving over 4million miles in 2012. The launch of the Common Wheels Car Club in Aberdeen City and Laurencekirk in 2012 has also proven successful and aims to reduce the need for car ownership.	This remains a relevant action however it is proposed that it is updated to reflect the CarShare scheme: 'Encourage increased take-up of car-sharing and car club schemes'.
	iv) ***New action***	With the establishment of the Getabout partnership and brand, it is felt appropriate to add in an action relating to the continued development and promotion of this brand through a wide range of events and activities to promote sustainable modes of transport.	***Proposed new action:*** Continue to promote and strengthen the Getabout brand.
TB2 **Promoting active travel**	i) Encourage more people to walk and cycle more often	A range of bikes have been purchased for use at local events to encourage cycling in schools, communities and organisations. This reduces the cost of bringing commercial roadshows to the region and allows priority use by partners with rental by others. The monitoring report shows increases in the number of children cycling to school, the number of people walking and cycling to work and the number of cyclists on key routes. The Cycling Action Plan for Scotland has set a target of 10% of journeys to be undertaken by bicycle by 2020. This is a significant increase on current levels and consideration should be given to strengthening this action to achieve this target. Cycling and walking are the two key modes for which there is currently no detailed action plan within the RTS. To bring this in line with bus, rail and freight and to emphasise the importance of active travel modes, it is proposed that an active travel action plan be developed in partnership with the two councils and focuses on delivering improvements towards the national target for cycling.	This remains a relevant action however it is proposed that it be amended to: 'Develop an active travel action plan with the aim of encouraging more people to walk and cycle more often'. The active travel action plan should include infrastructure measures in line with the actions contained within IC6 as part of a package of measures to support increases in cycling and walking.
	ii) Work with NHS Grampian and	A Health & Transport Action Plan has been developed and	It is proposed that this action is

DRAFT

	Community Planning Partnerships to promote the benefits of active travel and achieve objectives for a healthier population	an HTAP co-ordinator appointed. The delivery of this action plan is being progressed by a Steering Group with sub-groups for the three delivery themes – Promoting Active Travel, Improving Access to Healthcare and Transport & Public Health. It is proposed that this action is amended to reflect the wider aims of the Health and Transport Action Plan and is focussed more on improving the health of the population rather than active travel alone.	amended to: 'Work with NHS Grampian and Community Planning Partnerships to deliver the Health and Transport Action Plan and achieve objectives for a healthier population.'
TB3 **Improving safety**	i) Work with Councils, Emergency Services and others to promote road safety as part of a comprehensive approach covering Education, Engineering, Enforcement and Encouragement measures.	The North East Scotland Road Casualty Reduction Strategy was published in 2009 and was developed in partnership by Aberdeenshire Council, Aberdeen City Council, Moray Council, Grampian Fire & Rescue Service, Grampian Police, Transport Scotland and Nestrans.	This remains a relevant action. No change proposed although the formation of new national forces for Police and Fire and Rescue may require a new approach to this area of work.
	ii) Improve security for users of public transport services and interchanges.	Significant improvements have been made to safety and security at the bus / rail interchange in Aberdeen through the development of the bus station and Union Square. Peterhead bus station development has improved security and many buses have onboard security cameras. Seven of the region's eight railway stations have CCTV and customer help points. Passenger safety and security is a key consideration in all interchange improvements. Improvements to taxi rank provision during the day and also at night in the city centre, including taxi marshalls at night have improved security for users.	This remains a relevant action. No change proposed.
IE1 **Changing choices through incentives and partnerships**	i) Work with operators to identify possible fare incentives to encourage increased bus use, particularly where this enables access to employment or training.	Fares & ticketing is a key element of the Bus Action Plan and a draft fares and ticketing strategy has recently been approved by Nestrans and the two Councils. Nestrans has also lobbied the Scottish Government in relation to changes to the concessionary fares scheme for young people as a result of feedback through community engagement.	This remains a relevant action. No change proposed.
	ii) Through the Local	The quality partnership for public transport continues to be	It is proposed that this action is

DRAFT

	Authorities/Bus Operator Forum (LABOF) continue to develop the Quality Partnership for Public Transport and consider introducing Punctuality Improvement Partnerships	monitored and reviewed and was refreshed in 2010. The LABOF partners meet on a four weekly basis to discuss all elements of the agreement and delivery of the bus action plan. A Bus Punctuality Improvement Partnership was also launched in 2010 and action plans developed for the Buchan / King Street and A96 corridors. Monitoring of this continues on an annual basis.	amended to: 'Through the Local Authorities / Bus Operator Forum (LABOF) continue to develop the Quality Partnership for Public Transport and the Bus Punctuality Improvement Partnership to achieve improvements in bus provision and increased levels of bus use.'
	iii) 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.	Given the adoption of the Climate Change (Scotland) Act, it is felt that there should be greater emphasis on alternative fuels for private cars as well as public transport.	It is proposed that this action be moved under a new carbon reduction heading (see below).
IE2 **Using enforcement**	i) Support enforcement of vehicle emissions standards to improve air quality in Aberdeen City Centre and towns across the north east.	Air Quality Management Areas have been established for Aberdeen City Centre and key strategic routes and an Action Plan developed to deliver improvements. Nestrans and ACC are involved in Interreg IV project –CARE North which is looking at creating a Low Emissions Zone (LEZ) in the City Centre. This study has proposed a detailed assessment of a bus or HGV focussed LEZ.	This remains a relevant action. No change proposed.
	ii) Support measures to enforce speed limits to improve road safety and reduce carbon emissions.	The local authorities and Grampian Police have formed a camera partnership, Nescamp to improve road safety through enforcement of speed restrictions.	This remains a relevant action. No change proposed.
	iii) Promote the establishment of a Casualty Reductions Partnership to support NESCAMP's activities and support the trial of average speed cameras.	Although average speed cameras have been used effectively elsewhere in Scotland, they have not yet been used by Nescamp. The Casualty Reduction Strategy considered the benefits of forming a Casualty Reduction Partnership, but this has not been progressed.	Amend action to emphasise the prospect for joint working towards a shared vision of casualty reduction and cooperation among agencies towards achieving a safer transport system. Links to TB3i)

DRAFT

	iv) ***New action***	The Scottish Government have approved the decriminalisation of bus lane enforcement in Aberdeen, Edinburgh and Glasgow. Aberdeen City Council is in the process of implementing this new provision which it is anticipated will be in place by the end of 2012. Enforcement of bus lanes will be a key tool in facilitating the efficient movement of buses and taxis and in making bus travel a more attractive option.	***Proposed new action:*** Support measures to enforce the operation of bus lanes to ensure the efficient movement of buses and taxis.
IE3 **Parking**	i) Develop a Regional Parking Strategy to ensure a coherent approach to parking controls and standards across the north east.	A Regional Parking Strategy has been developed. The role of the regional strategy is to set the policy framework under which actions can be delivered at a local level to meet the objectives of the parking strategy and those of the LTSs and RTS.	It is proposed that this action be updated to focus on the delivery of the regional parking strategy. Ensure a coherent approach to parking controls and standards across the north east through the delivery of the Regional Parking Strategy.
	ii) Support enforcement of parking restrictions, particularly where these exist to support strategic traffic movements, bus / pedestrian priority and road safety.	Resulting from the decriminalisation of bus lane enforcement the City Council is investing in a network of bus lane enforcement cameras. Meetings have also been held with Grampian Police and the City Wardens team to discuss traffic management in the run up to Christmas to try and increase enforcement of parking restrictions and yellow box junctions as these cause significant problems.	This remains a relevant action. No change proposed.
	iii) Investigate the potential for parking incentives to encourage use of small or multi-occupancy vehicles.	This remains a relevant action and is currently being explored by the City Council as well as incentives for low emissions vehicles.	This remains a relevant action. No change proposed.
CR1 **Carbon reduction & Air Quality**	i) 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.	This action has been moved from the heading 'changing choices through incentives and partnerships' to a new carbon reduction & air quality heading in order to give this topic more emphasis in the re-freshed strategy. The Scottish Government's Green Bus Fund has seen new hybrid vehicles introduced on Stagecoach's service 59 in 2012 and a fund for Community Planning Partnerships has	It is proposed that this action be amended to: 'Support measures which encourage uptake of alternative fuels for public transport, private and public sector vehicles, to build on the north

DRAFT

		seen the introduction of electric vehicles for a joint post service between the public sector agencies. Hyundai have recently loaned Aberdeen Commonwheels car club two of its fuel cell vehicles ahead of the 2012 All Energy Conference and funding from the Scottish Government and Scottish Enterprise and Aberdeen City Council will see the introduction of a fleet of 10 hydrogen buses by 2014.	east's role as an energy hub and work towards the decarbonisation of transport and improvements in air quality.
	ii) ***New action***	Significant advances have and are being made in alternative fuel technologies such as hydrogen fuel, hybrid and fully electric vehicles with the introduction of the first hybrid buses in the North East in July 2012 on Stagecoach service 59 and the use of electric vans on a shared public sector mail run between Inverurie, Aberdeen and Peterhead. The RTS should support the development and trial of alternative fuels in order to increase their uptake.	***Proposed new action:*** Support the development and trial of technological advances, such as hydrogen fuel and electric vehicles that will reduce carbon emissions from the transport network.
	iii) ***New action***	The Climate Change Delivery Plan identifies a number of transport measures that will contribute to the delivery of climate change targets, including demand management measures. The Locking in the Benefits Study looked at the opportunities to maximise the benefits of the AWPR for other modes and identifies a number of pedestrian, cycling and public transport improvements that would capitalise on the benefits achieved through the AWPR.	***Proposed new action:*** Support demand management measures, including the re-allocation of road space to public transport, cyclists and pedestrians in order to lock in the benefits of other schemes and where it can be demonstrated that this will help the efficient movement of traffic.
E1 Engagement	*i)* ***New action***	Nestrans is now a formal Community Planning partner in Aberdeen City and Aberdeenshire and takes an active role in the Community Planning Partnerships with responsibilities for community engagement. The North East Transport Consultative Forum (NETCF) continues to operate and is used to inform and consult stakeholders on regional transport issues.	***Proposed new action:*** Take an active and inclusive approach to engagement and consultation with communities and stakeholders.

DRAFT

Summary of proposed new or significantly amended actions

External connections	
EC2	Inclusion of proposals to dual the A96, as included in the Scottish Government's Infrastructure Investment Plan
EC4	Continue dialogue with Scottish Government and the Northern Isles ferry operator to ensure continuation of service.
Internal connections	
IC1	Removal of the term Crossrail, although this does not change the meaning or direction of the action as the elements that made up Crossrail will be delivered incrementally as individual projects rather than an overall package.
	Investigate the potential for further stations in the context of upgrades to the existing rail lines enabled by through running of trains across Aberdeen and assessing future demand for local rail services.
IC2	New locations for strategic road capacity and safety improvements, including Laurencekirk junctions
	Road capacity improvements to mitigate the cumulative impact of development through the Strategic Transport Fund including: ~ Parkway, Persley Bridge and Parkhill junction and capacity improvements ~ A96 corridor capacity improvements ~ Upgrade AWPR Kingswells north junction ~ A944 junction and capacity improvements ~ A93 limited safety and capacity improvements ~ A956/A90 junction and capacity improvements ~ River Dee link
IC3	Explore the potential for park and ride mini-hubs
	Public transport improvements to mitigate the cumulative impact of development through the Strategic Transport Fund: ~ Bus priority improvements ~ Bus frequency improvements including links between development sites and key employment destinations
IC5	Addition of smart ticketing for public transport, alongside existing proposals for multi-operator ticketing.
IC6	Inclusion of a specific reference to pedestrianisation of Union Street as part of an existing action to improve the pedestrian environment.
	Greater emphasis on developing a connected and strategic cycle network.
IC7	A focus on improving surface access to Aberdeen Airport by all modes, rather than just bus.
	Improved access for public transport at Dyce railway station, including a bus turning circle.
	Removal of bus rapid transit in relation to access to the airport. It is proposed that this be changed to high quality transport links in general. Bus Rapid Transit remains in the strategy as a longer term action and may be an option for the airport however it is felt that opportunities for improving access to the airport should not be limited to this.

DRAFT

Strategic Policy Framework	
TB1	Removal of the reference to TMOs.
	Inclusion of car club schemes alongside carsharing initiatives.
	Continue to promote and strengthen the Getabout brand.
TB2	Develop an active travel action plan
	Specific reference to delivery of the Health & Transport Action Plan
IE2	Support measures to enforce the operation of bus lanes to ensure the efficient movement of buses and taxis.
CR1	Encourage the uptake of alternative fuels for public transport, private and public sector vehicles.
	Support the development and trial of technological advances, such as hydrogen fuel and electric vehicles.
	Demand management and other measures associated with Locking in the Benefits
E1	An active and inclusive approach to engagement and consultation with communities and stakeholders.

6. Monitoring and targets

6.1. Following adoption of the RTS in 2008 a set of indicators and targets was developed to monitor progress towards achieving the RTS objectives. A monitoring report is produced on an annual basis as referenced in paragraphs 2.28 and 2.29 above.

6.2. It is proposed that these indicators and targets be reviewed in the context of the refreshed strategy to ensure they remain appropriate. The targets in particular should be reviewed in the context of the lengthened timeframe of the RTS and consideration given to extending the targets to reflect this longer timeframe. This will also be an opportunity to review the targets already set and assess if they are realistic and / or sufficiently challenging.

DRAFT