

# Public Document Pack

To: Councillor Peter Argyle, Chair; Dr Margaret Bochel and Councillor Sandra Macdonald, Vice Chairs; Councillor David Aitchison, Stephen Archer, Gale Beattie, Councillor Philip Bell, Councillor John Cox, Mr Gerry Donald, Mr George Mair, Councillor Alex Nicoll, Councillor Colin Pike, Mr Ian Ross and Councillor Jennifer Stewart.

Aberdeen City Council Substitute Members:- Councillors Ross Grant, Brett Hunt, Michael Hutchison and Ian Yuill.

Aberdeenshire Council Substitute Members:- Councillors George Carr, Martin Ford, Ian Mollison and Gillian Owen

Please note that a substitute member may only participate in the meeting when a substantive member is absent.

Should you require further information regarding the Agenda, please contact Derick Murray 01224 346680

## **NORTH EAST OF SCOTLAND TRANSPORT PARTNERSHIP**

**Meeting of Board  
(Committee Room 2, Woodhill House, Aberdeen)  
on  
WEDNESDAY, 12 DECEMBER 2018 at 3.30 pm.**

**(To be preceded by Members' Workshop in private session at 2pm – details will be sent separately)**

### **AGENDA**

- 1a Declarations of Interest
- 1b Minute of Board Meeting, 7 November 2018 (Pages 3 - 10)
- 2 Strategy
- 2a Regional Transport Strategy: Formal Ratification of any Matters Agreed at Workshop Session
- 3 Projects - Not taken up
- 4 Action Plans - Not taken up
- 5 General
- 5a Publications and Consultations (Pages 11 - 18)

5b Climate Change Reporting (Pages 19 - 22)

5c Active Travel Funding Update (Pages 23 - 24)

6 Budget Matters

6a 2018/19 Budget Matters (Pages 25 - 28)

## **NORTH EAST OF SCOTLAND TRANSPORT PARTNERSHIP**

Minute of Meeting of the North East Scotland Transport Partnership Board

Aberdeen, Wednesday, 7 November 2018

Present: Councillor Peter Argyle (Chairperson); Councillor Sandra Macdonald (Vice Chairperson) and Dr Margaret Bochel (Vice Chairperson), and Councillors David Aitchison, Philip Bell, John Cox, Alex Nicoll, Colin Pike and Jennifer Stewart; Gerry Donald and Ian Ross.

In Attendance: Councillor Ian Mollison, Stephen Archer, Angela Morrison and Ruth Taylor (Aberdeenshire Council); Rab Dickson and Derick Murray (Nestrans); Gale Beattie, Elena Carlisle and Mark Masson (Aberdeen City Council).

Apologies: George Mair.

### **MEMBERSHIP OF NESTRANS**

1. At the commencement of the meeting, the Chairperson advised that Mr Eddie Anderson (External Member), a long serving member and previous Vice Chairperson of the Board had submitted a letter of resignation due to a change of circumstance in relation to his work commitments.

The Chairperson wished to express thanks to Mr Anderson for his work and contribution to the Board.

#### **The Board resolved:-**

- (i) to concur with the Chair;
- (ii) to note that the Chair and the Vice Chairs would write to Mr Anderson on behalf of the Board expressing their thanks for his commitment and contribution; and
- (iii) to agree that arrangements to establish a Nestrans Appointments Committee to act with powers, as agreed for previous appointments, to recruit a replacement external member to the Board, subject to Ministerial approval of the preferred candidate, would be undertaken in due course.

### **DECLARATIONS OF INTEREST**

2. The Chairperson declared an interest in relation to item 6(b) Publications and Consultations, specifically relating to the Cairngorms National Park – Proposed Local Development Plan update by virtue of him being a Council appointed Board member of Cairngorms National Park Authority. He considered the nature of his interest did not require him to leave the meeting and therefore chose to remain in the meeting for consideration of the item.

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**MINUTE OF BOARD MEETING, 19 SEPTEMBER 2018**

3. The Board had before it the minute of its previous meeting of 19 September, 2018 for approval.

**The Board resolved:-**

to approve the minute as a correct record.

**PRESENTATION BY SCOTRAIL AND NETWORK RAIL: ABERDEEN TO INVERNESS NEXT STEPS, NEW TRAIN TIMETABLE FROM DECEMBER AND INTRODUCTION OF INTERCITY TRAINS BETWEEN SCOTLAND'S CITIES**

4. The Board received a powerpoint presentation from Ewan Tait, Scotrail and Sarah Thomson, Bam Nuttall.

During the presentation, the Board noted the following:-

- that Scotrail and Network Rail were currently in the planning stages for next years blockade;
- that a similar style blockade from Dyce to Inverurie would take place between May and August 2019;
- that the compounds, haul roads and access points were currently being established; and
- that route working rules had commenced (between the last train at night and first train in the morning) in order to start preparation works for major civil engineering works commencing in May 2019.

The Board were advised that the scale of works would include 16 miles of new track, 36,000 new sleepers, 120,000 new tones of ballast, 5 UTX – Bridge under pass, 5 new signalling switches (S&C) units, 15 Bridge improvements and staff would be working around the clock to deliver the program of works.

The Board heard that 26 refurbished InterCity trains were now in use which operated two returns to Edinburgh (Monday to Friday) and one return on Saturdays. From December, they will operate two returns from Edinburgh six days per week and that "Classic" High Speed Trains (HST) will be used across the network from December supplementing the fleet until there were sufficient refurbished HSTs. It was noted that HSTs will operate 48 out of 99 InterCity services from December.

The Board were then advised of the December 2018/2019 revised train timetable and works timetable and their approach to manage disruption as follows:-

- that they would minimise the impact for other customers, keeping timetable changes west of Inverurie and Huntly to a minimum;
- that there would be a rail service between Dyce and Aberdeen during the blockade;

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- that there would be a bus replacement service between Aberdeen, Dyce, Inverurie and Huntly.
  - that the focus was still using public transport rather than shifting to car;
  - that there would be the provision of a rail replacement bus service all day, with buses connecting into rail services during the disruption;
  - that they would ensure resilience with a single supplier who would bring additional buses into local areas; and
  - that they would promote First and Stagecoach bus services as public transport alternatives;
- that there would be plentiful additional well-trained staff at key stations; and
- there would be planned Aberdeen city events.

The Board noted that during 2019, the railway will be closed between Aberdeen, Dyce, Inverurie and Huntly in three phases as follows:-

- 3 May to 14 June (6 weeks) – Bus replacement for Dyce to Inverurie – Works;
- 14 June to 9 August (8 weeks) – Bus replacement for Dyce to Huntly – Signalling; and
- 9 August to 19 August (8 Days) – Bus replacement for Aberdeen to Huntly – Commissioning.

Board members asked a number of questions, specifically in relation to passenger numbers and communication with the public prior to work and 2019 timetable introduction.

### **The Board resolved:-**

- (i) to thank Ewan Tait and Sarah Thomson for their presentation; and
- (ii) to note that Sarah Thomson would circulate passenger demand forecast details, particularly those from Aberdeen to Montrose.

## **DIRECTOR'S REPORT**

5. The Board had before it a report by the Director of Nestrans, which provided an update on liaison activity with other RTP's with the Scottish Government and other organisations.

### **The report recommended:-**

that the Board note the progress on liaison arrangements with other RTP's, the Scottish Government and others and the arrangements for future meetings.

The Director highlighted amongst other items, the following areas for members' attention:-

- Aberdeen City Region Deal Transport Working Group, Aberdeen, 9 October 2018;
- National Transport Strategy Working Group, Glasgow, 23 October 2018;
- Bus and Active Travel Summit, Edinburgh, 24 October 2018;
- Transport Scotland (Laurencekirk Junctions), Dundee, 2 November 2018;

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- Cosla Environment and Economy Board, Edinburgh, 2 November 2018; and
- Workplace Parking Levys, Edinburgh.

**The Board resolved:-**

to approve the recommendation.

**REGIONAL TRANSPORT STRATEGY – PROGRESS AND UPDATE**

6. The Board had before it a report which provided details in relation to the development of a review of the Regional Transport Strategy.

**The report recommended:-**

that the Board –

- (a) note the contents of this report and the notes of the North East Transport Consultative Forum meeting; and
- (b) identify the next scheduled meeting of the Board on Wednesday 12 December 2018, as being focussed on developing the Strategy, with proposals to be brought forward regarding:-
  - (1) the Roles and Remit of a Steering Group for developing the Strategy, involving Chair and both Vice Chairs;
  - (2) the role of a Sounding Board consisting of all members of Nestrans and substitutes as well as other Councillors with a particular interest in the developing Strategy;
  - (3) a report outlining the possible costs and benefits of one or more visits to other cities, where key considerations of relevance for the future of the north east could be validated;
  - (4) a detailed Programme of meetings and key tasks towards delivery of the Strategy; and
  - (5) an Initial Scoping Report, identifying the key issues and discussion topics which require to be considered in developing a new Regional Transport Strategy to 2040.

**The Board resolved:-**

- (i) to approve the recommendations; and
- (ii) to note that members would consider the issues above at a working group prior to endorsing the actions at the December Board Meeting immediately thereafter.

**RAIL ACTION PLAN UPDATE**

7. The Board had before it a report which provided an update in relation to a number of rail related issues.

**The report recommended:-**

that the Board note the contents of the report and progress in relation to rail matters.

Rab Dickson highlighted the following areas for members' attention:-

- National Rail Review;

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- Revolution in Rail;
- Aberdeen to Central Belt;
- Kintore Station; and
- Station Improvements.

During the discussion, Councillor Nicoll suggested that in terms of the planning applications to upgrade or improve stations within Aberdeenshire, that they also consider addressing changing facilities.

**The Board resolved:-**

- (i) to approve the recommendation; and
- (ii) to investigate whether changing facilities for Aberdeenshire stations could be addressed and added to the planning applications.

### PROGRESS REPORT

8. The Board had before it a progress report which outlined the status of various activities in support of the Regional Transport Strategy.

**The Board resolved:-**

to note the content of the progress report.

### PUBLICATIONS AND CONSULTATIONS

9. The Board had before it a report which provided information on the recent publications and consultation papers of interest and sought to agree a response where appropriate.

**The report recommended:-**

That the Board –

- (a) consider Nestrans' response to the consultation on Proposed Strategic Development Plan and provide input as to its contents;
- (b) approve the attached Appendix B as Nestrans' response to the consultation on A96 dualling East of Huntly to Aberdeen;
- (c) endorse the response included in Appendix C as Nestrans' response to the Cairngorms National Park consultation on its Local Development Plan Action Programme; and
- (d) note the Noise Action Plan for Aberdeen Airport.

**The Board resolved:-**

- (i) to approve the recommendations subject to minor amendments to the letter and Appendix B in relation to consultation on A96 dualling East of Huntly to Aberdeen; and
- (ii) that a suitable draft response be prepared for (1) Aberdeen City and Shire Strategic Development Plan – Proposed Plan consultation; and (2) Cross-City

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Connections study and that the draft responses be circulated to the Chair and Vice-Chairs prior to them being issued.

### 2018/19 BUDGET MATTERS

10. The Board had before it a report which provided an update on the Partnership's 2018/19 monitoring and forecast outturn position and sought consideration of any budget or monitoring issues that may arise.

**The report recommended:-**

that the board –

- (a) note the monitoring position and forecast presented in Appendix 1;
- (b) approve the virements presented in Appendix 2;
- (c) note the forecast for Kintore Railway Station; and
- (d) note the Strategic Transport Fund position.

**The Board resolved:-**

to approve the recommendations.

### INFORMATION BULLETIN

11. The Board had before it a report which provided information and updates on a number of matters not requiring a decision.

**The report recommended:-**

that the Board note the contents of the report.

The Director provided an update in relation to the letter that was issued on behalf of the Board to the Cabinet Secretary regarding Park and Ride Developments, advising that an officer level meeting will be requested with Transport Scotland in this regard.

**The Board resolved:-**

- (i) to approve the recommendation; and
- (ii) that Park and Ride usage numbers on 5 November 2018 relating to the firework display at Aberdeen Beach be obtained and circulated to members.

### CONFERENCES AND PRESENTATIONS

12. The Board had before it a list of recent and forthcoming conferences of interest to Nestrans.

**The Board resolved:-**

to note the content of the list.



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**PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS**

13. The Board had before it a report which (1) provided information on the progress on pending business and major reports scheduled for forthcoming Board meetings; and (2) provided the opportunity for the Board to add to or amend the scheduling.

**The report recommended:-**

that the Board note the report on pending business and agree the provisional scheduling of major reports for future Board meetings.

**The Board resolved:-**

to approve the recommendation.

- **COUNCILLOR PETER ARGYLE, Chairperson.**

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## **5a Publications and Consultations**

### **o Purpose of Report**

The purpose of this report is to inform members of recent publications and consultation papers of interest and to agree a response where appropriate.

### **o Consultations**

#### **❖ Aberdeen City and Shire Strategic Development Plan – Proposed Plan**

In October, The Strategic Development Planning Authority (SDPA) published a Proposed Plan for consultation. A final version of the Proposed Plan and supporting documents were agreed by the SDPA and have since been ratified by both Aberdeen City Council (on 10 September 2018) and Aberdeenshire Council (on 27 September 2018).

The Proposed Plan and supporting documents (including the Proposed Action Programme and Strategic Environmental Assessment) are available for consideration over a ten-week period from **Monday 8 October to Monday 17 December 2018**. Copies of the Proposed Plan, Proposed Action Programme, Strategic Environmental Assessment and all other supporting documents can be viewed on the SDPA website at: <http://bit.ly/2lfut8O>

The documents are also available to view, during normal opening hours, at Public Libraries and Council Planning Offices throughout Aberdeen City and Shire Strategic Development Plan area. Response Forms are also available at these locations.

Representations must be received by Monday 17 December 2018. Nestrans has drafted a proposed response to the Proposed Strategic Development Plan, which is attached as Appendix A.

It is intended to present representations on the Proposed Plan to a Strategic Development Planning Authority meeting in early 2019. The next step would then be to submit the Proposed Plan and any unresolved issues to the Scottish Ministers for Examination in Public.

#### **❖ A96 Dualling Project Consultation**

As reported to the Nestrans Board in November 2018, Transport Scotland's consultants undertook a number of public exhibitions in October regarding options for dualling the A96 between east of Huntly and Aberdeen. The exhibition materials are available to view online on the Transport Scotland website:

<https://www.transport.gov.scot/projects/a96-dualling-inverness-to-aberdeen/a96-east-of-huntly-to-aberdeen/>

A draft response to the consultation on the options was discussed and the minor amendments agreed by the Board were incorporated to allow the response to be submitted by the deadline of 22 November 2018. A copy of Nestrans' response is attached as **Appendix B** for members' information and the Board is recommended to homologate the response.

### ❖ **Restricted Roads (20 mph Speed Limit) (Scotland) Bill**

The Rural Economy and Connectivity Committee has launched an inquiry inviting views from the public and stakeholders on whether they would support a change in the law to introduce a 20 mile per hour speed limit in built up areas throughout Scotland.

The Restricted Roads (20 mph Speed Limit) (Scotland) Bill would reduce the speed limit on the majority of residential and urban streets (known as restricted roads) from 30mph to 20mph. The aims of the Bill include improving pedestrian and cyclist health and safety and reducing pollution from vehicle emissions.

The Bill would set a default speed limit of 20mph in restricted roads. Although local authorities can currently change the speed limit of roads to 20mph, this is achieved on a road-by-road basis. The Bill has been introduced by Mark Ruskell MSP.

The current status of the Bill and further information can be found at: <http://www.parliament.scot/parliamentarybusiness/CurrentCommittees/110202.aspx>

The deadline for submissions is Monday 28 January 2019.

Nestrans has drafted a proposed response to the Restricted Roads (20 mph Speed Limit) (Scotland) Bill, which is attached as **Appendix C**.

### ❖ **Craigshaw Drive Proposed Cycleways Online Exhibition – Aberdeen City Council**

As part of the City's Active Travel Action Plan, Aberdeen City Council is considering improvements to the cycle links in and around Tullos and Wellington Road. A cycle facility along Craigshaw Drive has been highlighted as a missing link between the existing "Shell Path" and Wellington Road in active travel provision within the area.

A report detailing the options appraisal and consultation for the cycle improvements along this route was heard at the Communities, Housing and Infrastructure Committee of 16<sup>th</sup> January 2018. Having reviewed the report, the committee instructed the development of a detailed design for the preferred option.

With the design now progressing, the Council wish to provide stakeholders and the public with an update on the project and an opportunity to provide feedback. The main aspects of the online exhibition can be found at:

<https://consultation.aberdeencity.gov.uk/planning/craigshaw-drivecraigshaw-drive>

The closing date for comments is 12<sup>th</sup> December 2018.

Nestrans has drafted a proposed response to the Craigshaw Drive Proposed Cycleways, which is attached as **Appendix D**.

### o **Recommendations**

It is recommended that the Board:

1. Approve the proposed response in Appendix A as Nestrans' representation on the Proposed Strategic Development Plan

2. Note the consultation on the options for the A96 dualling between east of Huntly and Aberdeen and homologate the attached **Appendix B** as Nestrans' response;
3. Approve the proposed response in **Appendix C** as Nestrans' representation on the Restricted Roads (20 mph Speed Limit) (Scotland) Bill
4. Approve the proposed response in **Appendix D** as Nestrans' representation on the Craighshaw Drive Proposed Cycleways

NL/JB/November 2018



## **Proposed Aberdeen City & Shire Strategic Development Plan Representation Response**

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Nestrans welcomes the proposed Strategic Development Plan and recognises the considerable amount of cooperation and collaboration between the Regional Transport Partnership and the Strategic Development Planning Authority. Overall, Nestrans broadly welcomes the proposed aims and targets of the Plan.

Nestrans welcomes the 20 year timeframe of the Plan and believes that such long-term planning is necessary to support strategic transport development, provide economic stability and enable a clear vision for the region across many disciplines.

We support the aim to reduce the need to travel and ensure that sustainable travel choices are attractive options. However, there is also a need to emphasise the role of towns and service provision throughout the region, not purely focused on the City Centre and specific corridors.

Following feedback on the Main Issues Report, Nestrans welcomes the addition of specific commentary regarding the Strategic Growth Area: Aberdeen to Laurencekirk and the consideration of exploring enhanced active travel networks in this area.

Regarding the Aberdeen Western Peripheral Route, we believe that it is essential that the Plan protects the junctions of the AWPR from inappropriate speculative development. It would be insufficient and inappropriate to allow traditional Transport Assessments to identify that there is modelled spare capacity and therefore development can take place to fill such capacity without sanction. It is welcomed that the Proposed Plan now refers to this issue in paragraph 3.14 and states the requirement that Local Development Plans contain specific policies to address this.

Nestrans welcome the commitment to consider the Plan through the Cumulative Transport Appraisal. However, there may be a need for care regarding the assumptions especially in the light of optimistic growth forecasts and levels of generosity. There is a need therefore to avoid "Predict and Provide" scenarios which would minimise the opportunity to manage demand or influence modal choice through the life of the Plan.

Nestrans welcomes the proposed development of a Surface Access Strategy to encourage better use of public transport to access the airport.

The proposed Strategic Development Plan includes big transport targets that are admirable and fully supported by Nestrans. We welcome the commitment to modal shift, but caution that that will likely require long-term positive interventions and commitment to achieve, in partnership with Nestrans and the local authorities.

## APPENDIX B

A96 Dualling Team,  
Transport Scotland,  
Buchanan House,  
58 Port Dundas Road,  
Glasgow  
G4 0HF

Our Ref: RD/N13/2  
Your Ref:

22 November 2018

Dear sirs

### **A96 Dualling – East of Huntly to Aberdeen**

The Nestrans Board considered a report at its meeting on 7 November and agreed the following response to the consultation on A96 East of Huntly to Aberdeen.

We note that the Cabinet Secretary's statement referred to "88 miles of upgraded road", yet the distance from Aberdeen to Inverness is closer to 100 miles. We have consistently emphasised the importance of recognising the need to upgrade the entire length of the route, and this is referenced in the commission to consider dualling options "from East of Huntly to Aberdeen".

We acknowledge the e-mail from Euan Scott, dated 5 November 2018, which confirms that improvements to the existing dualled section from west of Kintore and the Craibstone junction with the AWPR will be considered as part of the further development of route options by AmeyArup and this is welcomed.

We are however disappointed at the dismissal of "Option Q" without having been provided with the detail or modelling to support this decision.

Indeed, the lack of availability of detail and access to models makes it extremely difficult to comment in detail on the route options. We understand that colleagues at Aberdeenshire Council have sought access to that detail, but that it has not been forthcoming. As key stakeholders and partners in this project, it is imperative that relevant information is shared and available to enable a worthwhile input to the process.

If access to models and data can be shared with Council colleagues, we are content that detailed input can be provided by local authorities.

I hope you will take account of these comments

Yours faithfully

Councillor Peter Argyle  
Chair

**Nestrans' draft response to 20mph Bill**

**SUBMITTING EVIDENCE TO A SCOTTISH PARLIAMENT  
COMMITTEE**

**DATA PROTECTION FORM**

<b>Name:</b>	Jon Barron
<b>Date:</b>	30 November 2018
<b>Organisation: (if required)</b>	Nestrans
<b>Topic of submission:</b>	Restricted Roads (20 mph Speed Limit) (Scotland) Bill

I have read and understood the privacy notice about submitting evidence to a Committee.

I am happy for my name, or that of my organisation, to be on the submission, for it to be published on the Scottish Parliament website, mentioned in any Committee report and form part of the public record.

I would like to be added to the contact list to receive updates from the Committee on this and other pieces of work. I understand I can unsubscribe at any time.

Non-standard submissions

Occasionally, the Committee may agree to accept submissions in a non-standard format. Tick the box below if you would like someone from the clerking team to get in touch with you about submitting anonymously or confidentially (not for publication). It is for the Committee to take the final decision on whether you can submit in this way.

I would like to request that my submission be processed in a non-standard way.



## **FINANCE AND CONSTITUTION COMMITTEE**

### **RESTRICTED ROADS (20 MPH SPEED LIMIT) (SCOTLAND) BILL FINANCIAL MEMORANDUM**

#### **SUBMISSION FROM**

Nestrans is firmly supportive of the proposed Bill. The well evidenced road safety and environmental benefits cannot be ignored.

In recent years, a number of local authorities such as Edinburgh, Fife and Clackmannanshire have adopted a strategic approach of making most residential streets within built-up areas subject to 20 mph limits. Nestrans sees no reason why a similar situation could not exist successfully in the North East. Where these schemes have been introduced, all the indications are that they assist greatly with revitalising some of our streets and communities and encouraging more proactive placemaking. This can only be a good thing.

Nestrans agrees wholeheartedly with the long-standing National Government commitment to progress to a situation where the default in the built-up area becomes 20mph limit;

In 2006, the then Scottish Executive outlined its vision for local authorities by stating “The Executive encourages and supports 20 mph limits and zones in situations where there is a particular risk to vulnerable road users”.

In 2009 the Scottish Government described its goal as “reducing the number of road fatalities to zero and significantly limiting the severity of injury in its strategic vision”.

In 2010, the Scottish Government published a policy statement which focused on the needs of all road users and stated that “for residential streets, a maximum design speed of 20 mph should normally be an objective”.

Now, as 2019 approaches, the time has come for more decisive action. It is accepted that there will be a cost, both financially and in staff time, from the replacement of existing signage. However, this should not be a reason to hinder the Bill. As stated earlier, road safety and environmental concerns are of paramount importance.

**Nestrans' draft response to Craigshaw Drive Proposed Cycleways**

[RoadsProjects@aberdeencity.gov.uk](mailto:RoadsProjects@aberdeencity.gov.uk) [not the online survey link, it is more relevant to individuals/organisations who use the route]

Nestrans is firmly supportive of the project. Craigshaw Drive continues to be a long-standing and regularly used route taken by many cyclists on a daily basis, especially on weekdays.

It is pleasing to see 'full segregation' for cyclists and the separation between them and pedestrians. There can, at times, be potential conflict among different types of user when frequenting shared paths; e.g. cyclists on the section marked and intended for pedestrians and vice versa. Providing a more distinct and separate infrastructure can only be of benefit in making the roads and paths safer, particularly for the novice, less confident or inexperienced cyclist and the more vulnerable pedestrians, the young, the elderly, those who are infirm or unsteady and those who suffer hearing or sight impairment.

This type of cycleway is to be welcomed in the North East and it is hoped that there will be further similar ways planned as part of the creation of a more comprehensive, coherent and high-quality active travel network in and around the city.

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## **5b Climate Change Duties Reporting**

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### **o Purpose of Report**

The purpose of this report is to update and inform members about the responsibilities being placed on Nestrans as a public body in respect of their duties in relation to the Climate Change Act (Scotland) 2009.

### **o Background**

Nestrans has reported for the previous three years on our Climate Change duties.

The deadline for reporting to Sustainable Scotland Network (SSN) was 30 November 2018. Nestrans has met this deadline and submitted the online form.

### **o Nestrans' Reporting**

SSN, who are part of the Keep Scotland Beautiful charity, are coordinating responses on behalf on the Scottish Government. SSN have produced guidance and training sessions over the past few years, which Nestrans have attended.

The online reporting tool includes; Profile of the Reporting Body, Governance, Management and Strategy, Emissions, Targets and Projects; Adaptation; Procurement; Recommended Reporting and Validation and Declaration.

Nestrans also monitors and reports on Staff Travel to Work, which is not mandatory, but as a Regional Transport Partnership, which encourages travel planning, it is considered to be an important part of Climate Change Reporting for Nestrans as an organisation.

Table 1 outlines Nestrans' carbon emissions reporting for financial years 2016/17 and 2017/18.

Table 1: Nestrans' Carbon Emissions Reporting 2016/17 and 2017/18

Emission Source	Units 2016/17	Units 2017/18	Emission factor 2016/17	Emission factor 2017/18	tCO2e 2016/17	tCO2e 2017/18
Grid Electricity (generation)	46,768 kWh	28,715 kWh	0.41205	0.35156	19.27	10.10
Grid Electricity (transmission & distribution losses)	46,768 kWh	28,715 kWh	0.03727	0.03287	1.74	0.94
Water - Supply	138.7m3	67.63m3	0.344	0.344	0.05	0.02
Water - Treatment	138.7m3	67.63m3	0.708	0.708	0.10	0.05
Refuse Commercial & Industrial to Landfill	0.94 tonnes	0.93 tonnes	199	100.1	0.19	0.09
Paper & Board (Mixed Recycling)	0.47 tonnes	0.47 tonnes	21.0	21.8	0.01	0.01
Domestic flight (average passenger)	3,798 Passenger km	1,046 passenger km	0.27867	0.26744	1.06	0.28
Short Haul Flight (average passenger)	1,407 Passenger km	3,357 Passenger km	0.21939	0.16103	0.31	0.54
Rail (National rail)	26,638 Passenger km	34,630 Passenger km	0.04885	0.04678	1.3	1.62
Average Car – Unknown Fuel	3,937km	1,574km	0.18695	0.18242	0.74	0.29
Bus (local bus, not London)	177 Passenger km	188 passenger km	0.11986	0.12259	0.02	0.02
Staff Travel to Work	23,816 km	31,628 km	various	various	2.83	3.2
<b>TOTAL</b>					<b>27.62</b>	<b>17.6</b>

Please note emissions factors change each year so a direct comparison year on year cannot be done. It is worth noting though that Nestrans rents 20.19% of Archibald Simpson House and as such pays for 20.19% of the service charges and claims 20.19% of the emissions for the building. As part of the building is currently vacant, the amount of energy and water consumed has reduced and as such our proportion of the buildings emissions has also reduced. There are no smart meters, in Archibald Simpson House, so using our proportion of emissions is the only way we can be consistent in our parameters for recording and reporting of our climate change emissions.

Nestrans continue to collaborate with other Regional Transport Partnerships to share methodologies and peer check whether these data are commensurate with similar organisations. A virtual meeting was held with other Regional Transport Partnerships on 14 November 2018.

## o **Nestrans' Responsibilities and Duties**

In addition to reporting on activities, the Public Bodies Duties require consideration of three elements:

- Mitigation and reducing Greenhouse Gas Emissions;
- Adaptation to the impacts of Climate Change; and
- Acting Sustainably, with sustainable development as a Core Value.

As members will be aware, Nestrans' Vision for Transport specifically mentions sustainability as one of three core principles balanced with economic and social objectives, and the Regional Transport Strategy, Strategic Objective 3: Environment states "To conserve and enhance the north east's natural and built environment and heritage and reduce the effects of transport on climate, noise and air quality".

Other policies and strategies follow these principles and in terms of specific policies, Nestrans adopts the Procurement and other procedures from Aberdeenshire Council.

Nestrans is also a stakeholder in an Aberdeen wide project on Climate Change Adaptation called Aberdeen adapts.

## o **Recommendation**

It is recommended that the Board:

- a) Note the report and the requirement for Nestrans to report on its activities and policies in respect of Climate Change Duties.

KW/ 30 November 2018

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## **5c Active Travel Funding Update**

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### **o Purpose of Report**

The purpose of this report is to inform and update the Board on the progress of the Nestrans Active Travel Funding Proposal.

### **o Progress**

Following correspondence from then Transport Minister, Humza Yousaf, in March 2018, the RTPs have been developing individual active travel proposal bids in order to receive direct funding from Transport Scotland.

Detailed proposals were submitted to Transport Scotland in August and it was confirmed on 8<sup>th</sup> October that Transport Scotland were content to award grant funding of £133,400 to Nestrans for their proposals.

This has been allocated on the basis of 100% funding for feasibility and detailed design of specified projects regarding the Aberdeen to Westhill route and the Buchan- Formartine cycle path (north of Ellon). The funding allocated is for spending in this financial year, although Transport Scotland have confirmed that the completion deadline will be for the end of June 2019, in line with Sustrans funded projects. However, this will still require progress to be timely in order to meet the necessary deadline.

In consultation with colleagues from both Councils we are currently undertaking a tendering process in order to commission consultancy support for:

- Options and detailed design of a section of the Aberdeen to Westhill route between the AWPR and the Kingswells bypass (following on from a feasibility study of the route by AECOM)
- Detailed design of bridge repairs for the Buchan line on bridges north of Ellon

Tenders for these will be returned 12th December with a potential award date of 21st December to ensure an early start date in the new year.

### **o Recommendation**

It is recommended that the Board note the contents of this report.

NL December 2018

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### 6a 2018/19 Budget Matters

#### o Purpose of Report

To provide the Board with an update on the Partnership's 2018/19 monitoring and forecast out-turn position and to consider any budget or monitoring issues that may arise.

#### o Background

The Board has requested that a general budget report be submitted at each meeting, monitoring expenditure, identifying any potential budget issues, and reporting on any particular expenditure requests. The reports are prepared jointly by the Nestrans's office and Finance Officer's from Aberdeenshire Council.

#### o Current Revenue & Capital Budget

**Appendix 1** to this report sets out a summary budget monitoring statement of expenditure to 30 October 2018. This shows expenditure of £1,328,806.

Following updates from local authorities, forecasts have been amended to give what is considered a realistic prediction of the final out-turns. Discussions are ongoing with the local authorities as to whether forecast underspends will be put forward as requests for Delay in Drawdown later in the year, where projects are expected to continue on into 2019/20, or if there are other projects that the budget could be vired towards.

#### o Delay in Drawdown

At this stage it is too early to identify exact amounts that will be required to be carried forward as Delay in Drawdown. The main project that is crossing several years is Kintore Railway Station. The budget allocation at the start of the year was £1,807,251, current forecasts are predicting a potential spend of £200,000 in 2018/19 with the remainder being carried forward into the next financial year. This is significantly less than reported at the last board due to delays in getting agreement from landowners, CPOs have now gone out and should be resolved in December. Contractors are gearing up to start on site so this project should have significant spend against it early in 2019/20. A request for Delay in Drawdown will come before the board later in the financial year, once actual costs for 2018/19 are finalised.

#### o Award of grant funding

As previously highlighted in report 5c, Nestrans have been awarded £133,400 in response to the active travel proposal that was submitted. These projects are currently out to tender to ensure a start date in early 2019.

A further £5,000 has been awarded from Paths for All under the Smarter Choices Smarter Places open fund, which will be match funded by Nestrans through the approved Travel Plan budget, to enable a pedestrian safety awareness campaign to be advertised at bus stops within Aberdeen city centre from November to January as the increase in pedestrian collisions and casualties in winter months when it starts to get dark has been flagged through the Road Safety North East Scotland partnership and the aim is to raise the awareness of drivers and pedestrians and reduce the safety risk.

- o **Strategic Transport Fund**

The legal challenge successfully quashed The Strategic Transport Fund (STF). The opening balance for 2018/19 is £1,847,449. Contractors have started requesting repayment of this money, to date £1,262,949 has been returned leaving a balance of £584,500, excluding the interest to be accrued for in 2018/19. One further contractor has come forward requesting a total of £57,886 for repayment, excluding interest, and this is currently being processed.

- o **Recommendation**

It is recommended that the Board:

1. Note the monitoring position and forecast presented in **Appendix 1**.
2. Note the change of forecast for Kintore Railway Station.
3. Note the awards of grant funding.
4. Note the Strategic Transport Fund position.

Alan Wood  
Treasurer  
04 December 2018

## SUMMARY OF INCOME & EXPENDITURE

Description	Revised Budget	Actual to Oct-18	2018/19 Forecast	Actual v Budget %
<b>Expenditure</b>				
<b>Core Costs</b>				
Partnership Office	429,020	227,760	405,580	53%
Partner Support costs	84,070	35,029	84,070	42%
Board Members Expenses	1,000	0	1,000	*
Other Associated Costs	35,500	11,987	35,500	34%
Rechargeable Costs	0	149	149	*
	<b>549,590</b>	<b>274,926</b>	<b>526,299</b>	<b>50%</b>
<b>Regional Transport Strategy</b>				
Health & Transport Action Plan	40,875	22,196	40,832	54%
Bus Action Plan	60,310	35,025	60,310	58%
Rail Action Plan	3,000	1,741	3,000	58%
Freight Action Plan	0	0	0	*
General	85,000	59,617	85,000	*
Project Feasibility & Monitoring	218,128	34,361	178,579	16%
Contingency	18,337	0	18,337	0%
Travel Planning	153,610	61,926	153,292	40%
Rechargeable Costs	0	1,585	1,585	*
	<b>579,260</b>	<b>216,451</b>	<b>540,935</b>	<b>37%</b>
<b>Coordination &amp; Project Development</b>	<b>1,128,850</b>	<b>491,377</b>	<b>1,067,234</b>	<b>44%</b>
<b>Rail</b>	1,882,251	68,164	275,000	4%
<b>Strategic Roads</b>				
Capacity	492,500	10,671	492,500	2%
Safety	212,272	1,946	149,440	1%
Maintenance	207,300	29,370	201,716	14%
<b>Bus Improvements</b>				
Energetica Corridor	287,916	16,528	287,916	6%
General Corridors	490,554	16,624	251,000	3%
<b>Walking and Cycling</b>				
Energetica Corridor	40,000	1,737	40,000	4%
Strategic Corridors	840,416	441,471	826,514	53%
<b>Carbon Reduction &amp; Air Quality</b>	51,788	6,787	51,787	13%
<b>Various</b>	389,181	189,360	389,181	49%
<b>Inverurie Interchange</b>	120,000	0	0	0%
<b>Cycling Development Officer Grant</b>	193,500	9,300	109,300	*
<b>Active Travel</b>	133,400	0	133,400	*
<b>Strategic Investment Programme</b>	<b>5,341,078</b>	<b>791,958</b>	<b>3,207,754</b>	<b>15%</b>
<b>City Region Deal</b>	0	10,125	13,913	*
<b>Civitas/Portis</b>	0	35,346	96,000	*
<b>Total Expenditure</b>	<b>6,469,928</b>	<b>1,328,806</b>	<b>4,384,901</b>	<b>21%</b>
<b>Income</b>				
<b>Partner Contributions</b>				
Aberdeen City Council	168,475	133,206	168,475	79%
Aberdeenshire Council	173,375	156,106	173,375	90%
Scottish Government - Core costs	782,000	325,833	782,000	42%
Integrated Transport Fund	120,000	0	0	*
Paths for All (Smarter Choices Smarter Places)	5,000	0	5,000	*
Transport Scotland	133,400	0	133,400	*
Sustans	193,500	9,300	109,300	5%
Capital Grant & Use of Balances	4,894,178	782,658	2,965,054	16%
<b>Investment Interest</b>	0	2,884	6,922	*
<b>Other Income</b>	0	1,734	1,734	*
<b>City Region Deal</b>	0	10,125	13,913	*
<b>Civitas/Portis</b>	0	35,346	96,000	*
<b>Total Income</b>	<b>6,469,928</b>	<b>1,457,192</b>	<b>4,455,173</b>	<b>23%</b>
<b>Operating (Surplus)/Deficit</b>	<b>0</b>	<b>(128,387)</b>	<b>(70,272)</b>	

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