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

Aberdeen City Council Substitute Members:- Councillors Ross Grant, Vacancy, 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 Rab Dickson 01224 346680

NORTH EAST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Board
(Committee Room 1, Woodhill House, Aberdeen)

WEDNESDAY, 6 NOVEMBER 2019 at 2.00 pm.

AGENDA

1 Housekeeping

1.1 Declarations of Interest

1.2 Nestrans Chair - Verbal

1.3 Minute of Board Meeting, 18 September 2019 (Pages 3 - 12)

2 Budget Matters

2.1 2019/20 Budget Matters (Pages 13 - 18)

3 Strategy

3.1 Director's Report (Pages 19 - 26)

3.2 Regional Transport Strategy Progress and Update (Pages 27 - 32)

3.3 Climate Change Reporting Duties (Pages 33 - 36)

4 Projects

4.1 City Centre Master Plan Update (Pages 37 - 40)

5 Action Plans

5.1 Rail Action Plan (Pages 41 - 46)

- Aberdeen-Central Belt Enhancement;
- Insch Accessibility Study;
- December 2019 Timetable; and
- Station Travel Plan Development Fund Bid.

5.2 Bus Action Plan (Pages 47 - 54)

- Bus Alliance Priorities;
- Bus Infrastructure Fund;
- Park and Ride Promotion (Demonstration of Website); and
- Digital Connectivity at Bus Stops.

6 General

6.1 Progress Report (Pages 55 - 102)

6.2 Publications and Consultations (Pages 103 - 104)

7 Information Bulletin (Pages 105 - 114)

8 Conferences and Presentations (Pages 115 - 116)

9 Pending Business and Reports for Future Meetings (Pages 117 - 118)

NORTH EAST OF SCOTLAND TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Scotland Transport Partnership Board

Aberdeen, Wednesday, 18 September 2019

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

In Attendance: Councillor Ian Mollison, Rab Dickson, Jon Barron, Jennifer Anderson and Louise Calder (Nestrans); Anne MacDonald (Audit Scotland); Stephen Archer, Chris Smith and Ewan Wallace (Aberdeenshire Council); Gale Beattie, Robert Templeton and Mark Masson (Aberdeen City Council).

Apologies: Councillor Jennifer Stewart and George Mair

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

FORMER DIRECTOR OF NESTRANS

1. Following the recent news of his retirement on 31 August 2019, the Chairperson, on behalf of the Board, wished to thank Mr Derick Murray for his commitment, determination and contribution as Director of Nestrans since his appointment in 2007. He indicated that it had been an honour and privilege to have worked with Mr Murray during this time, and particularly since he was appointed as Chairperson.

He wished Mr Murray good health and best wishes for the future.

The Board resolved:-
to concur with the Chairperson.

DECLARATIONS OF INTEREST

2. There were no declarations of interest intimated.

MINUTE OF BOARD MEETING, 19 JUNE 2019

3. The Board had before it the minute of its previous meeting of 19 June 2019, for approval.

NORTH EAST OF SCOTLAND TRANSPORT PARTNERSHIP
18 September 2019

The Board resolved:-
to approve the minute as a correct record.

NESTRANS BOARD MEETING DATES FOR 2020

4. The Board had before it a report which sought approval of new dates for the Board meetings in 2020.

The proposed meeting dates were as follows:-
All Wednesdays at 2pm -

- 12 February;
- 15 April;
- 24 June;
- 16 September;
- 4 November; and
- 9 December.

All meetings will start at 2pm and would be held in Woodhill House.

The report recommended:-
that the Board –
(a) consider the above and agrees the proposed dates; and
(b) request that appointments be sent out to members following this meeting.

The Board resolved:-
to approve the recommendations.

DIRECTOR'S REPORT

5. The Board had before it a report by the Acting 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 Acting Director highlighted amongst other items, the following areas for members' attention:-

- Public Meeting on Rail Matters – Laurencekirk, 28 June 2019;
- Scottish Policy Conference – Glasgow, 28 August 2019;
- Bus Alliance Board – Aberdeen, 29 August 2019 (a draft minute of which was appended to the report); and
- Aberdeen-Central Belt Rail Enhancement Reference Group – Dundee, 12 September 2019.

The Board resolved:-
to approve the recommendation.

NATIONAL TRANSPORT STRATEGY - RESPONSE TO CONSULTATION

6. The Board had before it a report which provided information on the recent publication of a Consultative Draft of the new National Transport Strategy and provided key bullet points regarding its content.

The report recommended:-
that the Board –
(a) note the publication of the Consultative Draft of the National Transport Strategy 2;
(b) consider the key points from the draft and the implications for developing Nestrans' Regional Transport Strategy; and
(c) approve the response in Appendix A as Nestrans' response and instruct officers to submit the response to Transport Scotland by the deadline of 23 October 2019.

The Board resolved:-
to approve the recommendations.

TRANSPORT BILL AND EMERGING IMPLICATIONS (ROLES AND RESPONSIBILITIES)

7. The Board had before it a report which provided information on the recent publication of a document relating to Transport Governance in Scotland which had been developed in conjunction with the National Transport Strategy.

The report recommended:-
that the Board –
(a) note the publication of the supporting document "Roles and Responsibilities - Assessment of Transport Governance in Scotland";
(b) note the summary of key points included within the report; and
(c) instruct officers to continue dialogue with Transport Scotland as they take forward consideration of options for future governance.

The Board resolved:-
to approve the recommendations.

REGIONAL TRANSPORT STRATEGY PROGRESS AND UPDATE

8. The Board had before it a report which provided an update on progress towards developing the next Regional Transport Strategy to 2040, which focussed on the outcomes from the Members' Workshop on 29 August 2019, proposed headline principles, outcomes and targets for the RTS and an update on consultation and engagement.

The report recommended:-
that the Board –
(a) agree the six headline principles of the RTS and associated targets;
(b) note the responses received through the consultation on the discussion papers; and
(c) instruct officers to identify where additional data is required, including exploring options for commissioning a region-wide travel diary survey and bring back proposals on this to a future Board.

The Board resolved:-
to approve the recommendations.

LOCAL RAIL DEVELOPMENT STUDY

9. The Board had before it a report which provided an update in regard to progressing the options for further railway stations in the context of a potential cross-Aberdeen rail service.

The report recommended:-
that the Board –
(a) note the contents of this report;
(b) instruct officers to prepare a consultancy brief and commission the work; and
(c) request further updates as the study is progressed.

The Board resolved:-
to approve the recommendations.

ACTIVE TRAVEL ACTION PLAN UPDATE

10. The Board had before it a report which provided an update in relation to Active Travel and Nestrans' Active Travel Action Plan.

The report recommended:-
that the Board note the content of the report.

The Board resolved:-
to approve the recommendation.

PROGRESS REPORT

11. 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

12. 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) note the publication of the Programme for Government and the implications for transport policies and initiatives; and
(b) note the publication of the Cleaner Air for Scotland Strategy – An Independent Review – Final Report to the Scottish Government.

The Board resolved:-
to approve the recommendations.

2019/20 BUDGET MATTERS

13. The Board had before it a report which provided an update on the Partnership's 2019/20 monitoring and forecast outturn position.

The report recommended:-
that the Board –
(a) note the monitoring position and forecast presented in Appendix 1 of the report; and
(b) approve the virement presented in Appendix 2 of the report.

The Board resolved:-
to approve the recommendations.

ANNUAL ACCOUNTS 2018/19 AND THE REPORT ON THE 2018/19 AUDIT BY THE EXTERNAL AUDITOR

14. The Board had before it a report which provided details of the audited Annual Accounts for 2018/19 and sought their approval for signature.

The report recommended:-
that the Board –
(a) approve for signature the audited Annual Accounts for 2018/19;
(b) consider the External Auditor's Report;
(c) agree that a £10 charge for a printed copy of the Annual Accounts be made and that the Accounts can be accessed and downloaded free of charge from the Nestrans website.

The Board heard from Anne MacDonald in relation to the report.

The Board resolved:-
to approve the recommendations.

INTERNAL AUDIT

15. The Board had before it a report which provided information on the internal audit carried out in 2018/19.

The report recommended:-
that the Board –
(a) consider the attached Internal Audit report and service response/action; and
(b) agree threshold levels and standards for variance reporting and instruct officers to comply with this.

The Board resolved:-
to approve the recommendations.

INFORMATION BULLETIN

16. The Board had before it a report that provided information and updates on a number of matters not requiring decisions.

The report recommended:-
that the Board note the content of the report.

Rab Dickson (1) made reference to the 'In Town Without My Car Day', held on 15 September 2019; and (2) advised that ScotRail had recently announced a Station Travel Plan Delivery Fund (STPDF) to deliver outputs from the Station Travel Plan programme, with grants in the region of £10,000 - £25,000 (50% to be match funded) being made available, although the deadline for grant applications was 25 October 2019.

The Board resolved:-
(i) to approve the recommendation; and
(ii) to instruct the Acting Director to take forward the proposals relating to the STPDF.

CONFERENCES AND PRESENTATIONS

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

Rab Dickson advised that he would be attending and presenting at the Civitas Forum in Graz, Austria on 2-4 October 2019, noting that his costs were 100% funded by Civitas Portis.

The Board resolved:-
to note the content of the list.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

18. 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 to future Board meetings.

The Board resolved:-
to approve the recommendation.

In terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, the press and public were excluded from the meeting during consideration of the following items to avoid disclosure of information of the classes described in paragraph 1 of Schedule 7(A) to the Act.

CIVITAS PORTIS UPDATE

19. The Board had before it a report which provided an update on the progress with the Civitas Portis European project as it enters its final year.

The report recommended:-
that the Board –
(a) consider the report and notes the progress with the project; and
(b) agree the proposals within the report to ensure maximum effectiveness through the project.

The Board resolved:-
to approve the recommendations.

CYCLING DEVELOPMENT OFFICER

20. The Board had before it a report which sought approval to extend continuation of Nestrans part funding of the Cycling Development Officer post in partnership with Sustrans.

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The report recommended:-
that the Board –
(a) approve an extension to the contract of the Cycling Development Officer for a further two years; and
(b) agree to commit funding from future budgets to continue this partnership with Sustrans.

The Board resolved:-
to approve the recommendations.

DIRECTOR RECRUITMENT

21. The Board had before it a report which sought approval for the process to recruit a new Partnership Director for Nestrans.

The report recommended:-
that the Board –
(a) note that the current Partnership Director for Nestrans had tendered his resignation and retired on 31 August 2019;
(b) thank the Partnership Director for his exemplary service since 2007, for the role he has played in securing major investment for the North East of Scotland and for consistently ensuring the North East voice was heard in national transport debates;
(c) agree to extend the current arrangements for the Acting Director through to the conclusion of the recruitment process;
(d) consider and agree the approach to recruiting a new Partnership Director as set out in the report; and
(e) agree to the establishment of an Appointments Committee consisting of the Chair, both Vice Chairs and a non-administration Board Member from each Local Authority.

The Board resolved:-
to approve the recommendations.

- COUNCILLOR PETER ARGYLE, Chairperson

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2.1 2019/20 Budget Matters

Purpose of Report

To provide the Board with an update on the Partnership's 2019/20 monitoring and forecast outturn position and to consider any budget or monitoring issues that may arise.

Background

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

Current Revenue & Capital Budget

Appendix 1 to this report sets out a summary budget monitoring statement of expenditure to 30 September 2019. This shows expenditure of £958,436.

There are a number of projects within the approved budgets that are no longer expected to be completed or require funding from Nestrans this financial year. **Appendix 2** sets out proposals for a number of virements to reduce the budget where projects are now expected to underspend and provide suggestions for alternative expenditure.

Grant Funding

Confirmation has now been received from Transport Scotland that an Active Travel Grant for 2019/20 of £220,000 is available to Nestrans for continuation of the option appraisal and design of an active travel path between Westhill and Kingswells and for Formartine & Buchan Way bridge repair/replacement works. Nestrans are seeking to confirm the deadline for expenditure of the grant funding and will then return the grant acceptance.

Strategic Transport Fund

The legal challenge successfully quashed The Strategic Transport Fund (STF). The current balance for 2019/20 is £479,756. One repayment has been made so far in 2019/20. There are 16 payments remaining to be claimed.

Recommendation

It is recommended that the Board:

1. Note the monitoring position and forecast presented in **Appendix 1**.
2. Approves the virements presented in **Appendix 2**.

Alan Wood
Treasurer
29 October 2019

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Appendix 1

nestrans

SUMMARY OF INCOME & EXPENDITURE

Description	Revised Budget	Actual to Oct-19	2019/20 Forecast	Actual v Budget %
Expenditure				
Core Costs				
Partnership Office	453,590	226,795	453,590	50%
Partner Support costs	77,090	38,545	77,090	50%
Board Members Expenses	1,000	0	1,000	0%
Other Associated Costs	37,500	13,463	37,500	36%
Rechargeable Costs	0	0	0	*
	569,180	**278,803**	**569,180**	**49%**
Regional Transport Strategy				
Health & Transport Action Plan	43,730	19,489	43,730	45%
Bus Action Plan	50,140	7,812	50,140	16%
Rail Action Plan	83,000	0	83,000	0%
General	23,575	7,422	23,575	31%
Project Feasibility & Monitoring	168,901	5,472	168,901	3%
Contingency	5,000	0	5,000	0%
Travel Planning	133,808	31,132	133,808	23%
Rechargeable Costs	80,000	200	80,200	0%
	588,154	**71,526**	**588,354**	**12%**
Coordination & Project Development	**1,157,334**	**350,329**	**1,157,534**	**30%**
Rail	2,736,500	34,148	2,736,500	1%
Strategic Roads				
Capacity	372,261	161	372,261	0%
Safety	319,936	(0)	319,936	0%
Maintenance	49,000	0	49,000	0%
Bus Improvements				
Energetica Corridor	232,239	18,506	232,239	8%
General Corridors	543,441	111,583	543,441	21%
Walking and Cycling				
Strategic Corridors	772,832	11,442	772,832	1%
Carbon Reduction & Air Quality	45,000	33,881	45,000	75%
Various	92,064	21,353	92,064	23%
Inverurie Interchange	0	0	0	*
Cycling Development Officer Grant	199,417	438	199,417	0%
Insch Station	21,000	6,954	21,000	33%
Active Travel	346,683	354,689	346,683	102%
Strategic Investment Programme	**5,730,373**	**593,155**	**5,730,373**	**10%**
City Region Deal	0	3,000	3,000	*
Civitas/Portis	0	11,952	49,666	*
Total Expenditure	**6,887,707**	**958,436**	**6,940,573**	**14%**
Income				
Partner Contributions				
Aberdeen City Council	142,568	77,754	142,568	55%
Aberdeenshire Council	152,766	86,088	152,766	56%
Scottish Government - Core costs	782,000	391,000	782,000	50%
Local Rail Development Fund	21,000	0	21,000	0%
Integrated Transport Fund	0	0	0	*
Transport Scotland	346,683	354,689	346,683	102%
Sustans	199,417	438	199,417	0%
Capital Grant & Use of Balances	5,163,273	231,074	5,163,273	4%
Investment Interest	0	4,063	9,500	*
Other Income	80,000	200	80,200	0%
City Region Deal	0	3,000	3,000	*
Civitas/Portis	0	11,952	49,666	*
Total Income	**6,887,707**	**1,160,257**	**6,950,073**	**17%**

Operating (Surplus)/Deficit	**0**	**(201,821)**	**(9,500)**	

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Appendix 2

Nestrans 2019/20
Proposed Virements as at 28 October 2019

Budget Head	Project	Current Budget	Proposed Virement	Revised Budget	Comments
Strategic Investment					
Rail	Contribution to wayfinding signs from Stonehaven Town Centre to the Railway Station	0	5,000	5,000	Bid has been submitted to ScotRail Station Travel Plan Development Fund for £10K and this budget forms part of the Nestrans match funding in partnership with £5K via Aberdeenshire Council's Smarter Choices Smarter Places funding.
Rail	Dyce Station Bid Preparation	20,000	(20,000)	0	Budget had been to work in partnership with ACC and ScotRail to develop proposals for a car park extension at Dyce station, however ACC unable to provide resource to progress this.
Strategic Roads - Safety	Motorcycle Initiatives	75,500	4,500	80,000	Budget of £80,000 would allow for £35,000 to be allocated for static road signs and upgrade to lining and markings and £45,000 for the installation of interactive signage.
Strategic Roads - Maintenance	Union Street Strategic Bus Lanes	49,000	25,000	74,000	Works tendered and lowest costs in excess of budget due to increased area, therefore additional funding requested.
Bus Improvements - Energetica Corridor	Ellon Park & Ride	232,239	(182,239)	50,000	Tender to be prepared, but construction not now expected until next financial year.
Bus Improvements - Strategic Corridors	A93 Crathes Mini-hub	58,993	(48,993)	10,000	Further design required and only £10K now expected to be spent by end March 2020.
Bus Improvements - Strategic Corridors	Oldmeldrum Interchange Hub	207,342	(177,342)	30,000	Further design required and construction unlikely to start in 2019/20.
Bus Improvements - Strategic Corridors	New e-scheduling system - AC PTU	158,000	(97,000)	61,000	Full budget not required following tender exercise.
Walking and Cycling - Energetica Corridor	Toucan at Murcar - design	15,000	(15,000)	0	Design Costs being fully funded by Sustrans and Nestrans match funding not required.
Walking and Cycling - Strategic Corridors	A944 Aberdeen Road, Alford	40,000	(40,000)	0	Budget no longer required as project not going to be delivered in 2019/20 due to resourcing issues.
Walking and Cycling - Strategic Corridors	Maconnochie Road, Fraserburgh	100,000	100,000	200,000	Bid for Sustrans funding by AC unsuccessful. Provision of budget from Nestrans would allow projects to be delivered in 2019/20, although the Council will continue to seek external funding.
Walking and Cycling - Strategic Corridors	Sauchen / Cluny Footpath	0	75,000	75,000	
Walking and Cycling - Strategic Corridors	North / South Link to Inverurie Academy	0	220,000	220,000	
Walking and Cycling - Strategic Corridors	Schoolhill Stage 1 Streetscape	0	144,074	144,074	Further contribution towards the consutruction of Stage 1, which is now practically complete. This funding is to allow ACC to carry forward their Capital funding to start to design and prepare the delivery of Stage 2.
Carbon Reduction and Air Quality	EV Charge points in Aberdeenshire	45,000	7,000	52,000	Further funding to be used for EV charger to be installed at Inverurie Community Campus
		Total	0		

Co-ordination and Project Development					
Non Core - Bus Action Plan	Trial of E-paper bus information on the A96 corridor at 4 sites in Abdnshire (across Inverurie, Kintore, Blackburn) and 4 in the City (incl Bucksburn, Powis Terr and Broad St).	0	39,075	39,075	Councils using Civitas funding to install display screens on A96 corridor, but additional Nestrans budget, in excess of the £6K already proposed from within the approved Bus Action Plan funding, would allow a larger screen size to be purchased and optimise the provision of real time information, scheduled timetables and public notices that may otherwise have been compromised by the small-medium screen that could be funded. The additional would also permit the purchase of the SIRI data feed (data from bus ticket machine providing vehicle location and real time arrival info) and enable a more competitive tender process by opening it to more suppliers.
Non Core - General	ASAM modelling and Cumulative Transport Appraisal	23,575	(16,075)	7,500	Full budget no longer required following completion of Cumulative Transport Appraisal and ASAM update costs being met by City Region Deal
Non Core - Project Feasibility and Monitoring	Cross City Connections Study - Review of Outcomes	40,000	(38,000)	2,000	ACC no longer have resource to progress this project in 2019/20 due to cycle hire scheme work being prioritised
Non Core - Travel Planning	Dyce Travel Plan	0	15,000	15,000	Contribution towards cost of consultancy study being led by ACC as available Civitas funding insufficient to cover full cost.
		Total	**0**		

3.1 Director's report on liaison between RTPs, and with the Scottish Government and Others

Purpose of Report

The purpose of this report is to update the Board on liaison with other RTPs, with the Scottish Government and other organisations.

Background

This report details meetings with other RTPs across Scotland, Transport Scotland and other national transport bodies highlighting issues of interest across Scotland. It also notes the minutes from Steering Group meetings covering both the Health and Transport Action Plan (HTAP) and the Bus Alliance (previously LABOF).

Recent Developments

The last full Board meeting was held on Wednesday 18 September 2019.

The following meetings took place **after the issue of papers** for the last Board meeting, but are reported here for Members' information.

- **Aberdeen-Central Belt Rail Enhancement Reference Group Meeting, Dundee, 12 September 2019**

Rab Dickson attended this meeting of the Reference Group, set up to consider options for progressing the Scottish Government's commitment to allocate £200million towards reducing journey times and improving rail capacity between Aberdeen and the Central Belt, following a Memorandum of Understanding in conjunction with the City Region Deal.

Transport Scotland, Network Rail and operators are of the view that a package of measures including signalling improvements, freight loops and targeted linespeed improvements, in association with timetable recast to enable the proposed Revolution in Rail, will provide best value and deliver the optimum benefits. It is proposed to move the Reference Group onto the footing of a Project Delivery Group.

- **Rail Quarterly Meeting with Transport Scotland and Network Rail, Aberdeen, 17 September 2019**

Rab Dickson and Kelly Wiltshire attended the regular liaison meeting with Transport Scotland's Rail Division, Network Rail and Abellio ScotRail. Paul Finch of Aberdeenshire Council was also in attendance. The meeting heard updates in relation to Kintore Station, planned Engineering works over the coming months, ongoing consideration relating to Local Rail Development Fund studies at Insch and for Stations south of Aberdeen, as well as updates in relation to the Aberdeen to Central Belt Reference Group and Revolution in Rail.

- **Regional Economic Strategy, Aberdeen, 18 September 2019**

The Regional Economic Strategy group consists of Opportunity North East, Aberdeenshire Council, Aberdeen City Council, Scottish Enterprise, Skills Development Scotland, Aberdeen & Grampian Chamber of Commerce, Federation of Small Businesses, Nestrans and North East Scotland College. The group has agreed to re-focus the Regional Economic Strategy to take account of issues such as net zero carbon, digitalisation and technology, and continuing social and political uncertainties – the pace they at which they are taking place, and reflect the north east as a region in economic transition.

A workshop which aims to ensure the 20-year vision for the north east remains on track in the face of ever-changing drivers has been scheduled for early December.

Meetings of relevance held **since the last Board meeting** include:

- **Aberdeenshire Community Planning Board, Woodhill House, 20 September 2019**

Rab Dickson attended the meeting of Aberdeenshire's Community Planning Board. The meeting heard a presentation from Susan Webb, Director of Public Health on public health reform and the formation of Public Health Scotland and from Vincent Docherty, Aberdeenshire Council's Head of Education on Cohesive and Connected Communities.

Other items on the agenda included a verbal update from the Chair of the Community Planning Partnership Executive on the Annual Report (which is covered under item 6.2 on this agenda) and an update on Community Justice.

- **Road Safety North East, Aberdeen, 24 September 2019**

The Road Safety North East Scotland Lead Officers Group met at Moray's HQ in Elgin - Rab Dickson dialled in. The Agenda included discussion on:

- Road Casualty Statistical Update and Trends;
- North Safety Camera Unit Update, incl. new site meetings;
- AWPR Update;
- Police Scotland Update (Road Policing / North East Div.);
- Rider Refinement North 2019 (motorcycle training);
- Regional Transport Strategy Development;
- Collision Data Related Issues;
- Road Safety Scotland Update;
- Road Safety Framework Annual Report 2018;
- Older Driver Related Work;
- 20 mph Bill - Parliamentary Update;
- Road Casualty Reduction Strategy - Action Plan update;
- Local Road Safety Plans / Annual Priorities;
- Leaders Group for Public Protection; and
- Road Safety Media Summary.

- **Health & Transport Action Plan Steering Group, Elgin, 27 September 2019**

Rab Dickson dialled in for the HTAP Steering Group meeting in Elgin. The Draft Minute of the meeting is attached as **Appendix 1** to this report.

- **Sustainable Scotland Network, Net Zero Ready: Scotland ups the pace conference, Edinburgh, 1 October 2019**

Kelly Wiltshire attended this conference on behalf of Nestrans, at which the current Scottish Government consultation on moving towards net zero carbon emissions was discussed.

Clare Hamilton, Deputy Director of Climate Change Division, Scottish Government made the keynote speech. She outlined the Scottish Government's Climate Change Emergency Declaration and the new targets which are Net Zero by 2045 and 75% reduction in emissions by 2030 compared to 1990 baseline. New proposals include getting public bodies to set a date by which they will reach net zero emissions and report on how spending plans align with emissions reduction targets, as well as making annual reports publicly available. There is also an intent to create a new high-level network, tackling climate change which is to be embedded at all levels of public sector organisations, ensuring procurement supports climate change and circular economy and look at the potential implications of the 4th National Planning Framework. There is also potential for projects that can radically accelerate emission reduction to no longer require planning permission.

A key element of reducing emissions that the conference focused on was Transport.

- **National Planning Framework 4 Workshop, Stirling, 2 October 2019**

Kirsty Chalmers attended this event, arranged by Scottish Government to discuss the development of National Planning Framework 4 and the potential role and function of Regional Spatial Strategies. The event took the form of a number of presentations from the Scottish Government and Transport Scotland, including a speech from Kevin Stewart, Minister for Local Government, Housing and Planning. The event was attended primarily by a mix of local government planning officers, transport officers and RTPs and included workshop sessions to discuss the implications of developing Regional Spatial Strategies.

- **Scottish Government breakfast presentation on NTS and STPR2, Aberdeen, 8 October 2019**

Rab Dickson attended a breakfast presentation by officials of Transport Scotland, indicating progress in regard to the National Transport Strategy and outlining plans for the Strategic Transport Projects Review 2. The target audience was primarily business and was attended by around 20 local stakeholders, including representatives of the Chamber of Commerce, SCDI and Federation of Small Businesses as well as Aberdeen Airport, Stagecoach and ASCO.

- **Chamber of Commerce Transport Committee, Aberdeen, 28 October 2019**

Rab Dickson attended the Chamber's Transport Committee with representatives from local authorities, transport operators and businesses. Update reports were provided from members along with presentations on the Regional narrative for promoting a positive message about the north east, ABZolutely, an updated Investment Tracker and from the City Council on changes to the City Road Hierarchy.

- **Aberdeen City Community Plan Management Group, Aberdeen, 28 October 2019**

Kelly Wiltshire substituted for the Acting Director at this meeting. Representatives from the City's Community Planning Partnership met to go through project charters as part of the LOIP. Nestrans is acting as project lead for one of the stretch targets of the LOIP as part of the Sustainable City Group. Stretch target 15: "38% of people walking and 5% of people cycling as main mode of travel by 2026".

This project charter was requested to be postponed until the February 2020 Community Planning Board, instead of December 2019, as the project group are doing a workshop in November to finalise and agree the project charter. The management group also discussed locality planning, budget monitoring, the forward planner, funding tracker and horizon scanner.

o Future Programme of Meetings

The following meetings are scheduled between now and the next full meeting of Board in November:

- **RTP Lead Officers Group, Aberdeen, 7 November 2019**
- **City Region Deal Joint Committee Meeting, Aberdeen, 8 November 2019**
- **Scottish Freight & Logistics Action Group (ScotFlag), Edinburgh, 13 November 2019**
- **Regional Transport Strategy Health Impact Workshop, Aberdeen, 22 November 2019**
- **Bus Alliance Board, Aberdeen, 25 November 2019**
- **HTAP Progress Workshop, Aberdeen, 29 November 2019**
- **Northern Roads Collaboration Joint Committee, Aberdeen, 29 November 2019**
- **City Region Deal Transport Working Group, Aberdeen, 3 December 2019**
- **RTP Chairs Meeting, Elgin, 4 December 2019**
- **Regional Economic Strategy Workshop, Aberdeen, 5 December 2019**
- **Aberdeen International Airport Consultative Committee, Aberdeen, 6 December 2019**

  Margaret Bochel represents Nestrans on the AIACC.
- **Road Safety North East Scotland Lead Officers Group, Inverurie, 10 December 2019**

Recommendation

The Board is recommended to note progress on liaison arrangements with other RTPs, the Scottish Government and others and arrangements for future meetings.

RD/ 28 October 2019

HTAP Steering Group
Friday 27th September 2019
Moray Council, Elgin

Minute

Present
Ewan Wallace, Aberdeenshire Council (EW) – Chair for this meeting
Nicola Moss, Moray Council (NM)
Joanne Riach, NHSG (JR)
Virginia Irvine-Fortescue, Public Representative (VIF)
Andrew Stewart, HTAP Programme Manager (AS)

On phone
Rab Dickson, Nestrans (RD)
Gale Beattie, Aberdeen City Council (GB)
Mike Ogg, Aberdeenshire Heath & Social Care Partnership (MO)

Apologies
Gerry Donald, (Chair), NHS Grampian (GD)
Euan Esslemont, Scottish Ambulance Service (EE)
Stephen McNamee, AH&SCP (SMcN)
Maggie Hepburn, ACVO (MH)

Item		Action
1.	**Welcome and Apologies**	
	Apologies noted as above.	
2.	**Previous Minute**	
	Approved as accurate.	
3.	**Matters Arising**	
	ACTION: AS will contact relevant people regarding outstanding actions.	AS
4.	**Programme Manager Update**	
	AS summarised his update report highlighting positive feedback from workshop events aimed to bring stakeholders together, the positive letter from Sustrans and the dialogue with NHSG Chief Executive Amanda Croft. The paper also encouraged all partners to help keep the Programme Manager informed and promote understanding of the role amongst their teams. MO said he'd do what he can to get similar information shared as has been done by Aberdeen H&SCP colleagues. NM raised the issue around NHSG and full Grampian promotion of THInC highlighted in the report. EW said the senior level desire is to promote the number to all NHSG residents. MO mentioned wanting the best outcome for patients across Grampian. **ACTION:** EW to speak to GD about the promotion of THInC across Grampian. EW happy to work through. NM said in principle yes. JR highlighted the need for a seamless outcome for patients. **ACTION:** RD and AS to discuss funds available for THInC promotion and other HTAP activity	EW RD/AS

	VIF is delighted that the inclusion of THInc is supported by Amanda Croft. JR said it was a positive update report. **ACTION:** EW – joining up some dots is to take back to Aberdeenshire Council to reflect the Fairer Scotland duties and how it links to HTAP in terms of the format of reports going to Members. Explicit link through a range of things to Health and Transport. The duties are for all Public Bodies. EW will share the text. JR said she has seen a change recently with local authorities wanting to know more about "health" and there is good work emerging.	EW
5.	**HTAP Faculty of Public Health Event**	
	AS summarise the paper issued to the group. Meeting agreed to re-run the event. It was noted that those who attended had been enthused by Professor Gurch Randhawa's insights. **ACTION**: AS to investigate the possibilities of re-running the event in Aberdeen.	AS
6.	**Draft Letter to IJBs**	
	AS attached a basic draft text for the Chair to the papers. MO welcomed the letter and believed it would land well. It will generate other questions. Been working on strategic plan and will share with Andrew. **ACTION:** MO to involve AS in review of strategic plan for AH&SCP. **ACTION:** GD will issue a letter to the three IJB Chairs. RD mentioned discussion with AS about HTAP Annual Report and perhaps the letter could line up with annual report and request to HSCP for their involvement.	MO GD
7.	**MACS (Mobility and Access Committee for Scotland)**	
	The Steering Group agreed to add MACS to the agenda. AS will ensure MACS have notice of future dates and give the opportunity to attend. VIF mentioned that DM highlighted that MACS is a direct line to the Minister. VIF referred to NHSG Board Review and HTAP awareness. **ACTION:** AS to advise MACS of future meetings.	AS
8.	**Transport & Public Health Sub-Group**	
	JR – Last six months there's been a lot going on. A good period for the T&PH group. We have Grampian wide coverage and we can see work branching from connections made through the group. The last sub-group was positive. Tony Maric from ACC gave an update on all the infrastructure plans within the city. JR felt this was very useful to hear that level of information. It would be handy to get this from the other areas. Imran (Public Health) is going to be working with Planning in Moray around the new Planning Act. The timing seems to be coming together. AS and JR attended a workshop with Public Health filling in a template from a public health point of view. This was new and welcomed. Discussion made them think about Planning and Transport differently. The social prescribing links through the sub-group have been good. Members seem to appreciate hearing work from other areas. There's been a change and a willingness and new working together. JR was disappointed the Sustrans application was turned down but the exercise itself was useful and AS is talking to Sustrans about the specific	

	needs of NHS organisations in relation to accessing sustainable travel funding. The sub-group has also discussed funding issues nationally. It was good to have attendance from partners such as Cycling UK and Sustrans. JR – Healthier Futures Consultation closed. AS wrote an HTAP response. Any comments? New health centre planned for Keith. Sub-group guidelines prepared by HTAP have been passed on the NHS project co-ordinator. AS meeting in Elgin on Monday to discuss. AS highlighted the Food for Thoughts events and the support from Deputy Director of Public Health, Chris Littlejohn. GB raised ACC service updates. Two or three pages and all the actions. GB will add HTAP partners to the ACC service update distribution. Transport is key to a healthy city. As City plans develop HTAP will be brought into things. **ACTION:** GB to add HTAP partners to ACC Service Updates. JR agreed there is so much going on. Good to see. MO – feedbacking on the positivity. MO acknowledged that scoping the existing services and connectivity will be very relevant to H&SCP.	
9.	**Access to Health & Social Care Sub-Group**	
	Minute – AS highlighted the very good briefing on Kay Dunn's work in Aberdeen. MO will pull together a similar briefing for Aberdeenshire. AS raised the issues of cross-boundary transport services and accessing the new service landscape. Meeting agreed the need to build in sharing that information. **ACTION:** AS to pick up with Stephen and perhaps add the issue of planning to the letter to IJBs. AS shared that he had spoken at a NHSG Primary Care Facilities Group and had had positive subsequent meetings with Community Pharmacy and the Head of Equalities.	AS
10.	**AOCB**	
	NM raised NTS2 – technical thing – appraisal – STAG – isn't compatible with NTS2. STAG doesn't match with low carbon or Fairer Scotland. EW asked if HTAP should write a joint reply. **ACTION:** AS to draft a HTAP response to the NTS2. Other partners are submitting their responses. VIF, RD and GB agreed. GB will send ACC reply to NTS2. Aim to get done by 8th of Oct. NM rasised Neatebox and Moray Equalities. NM will share contacts. EW asked that the minute record the Steering Group's thanks to Derick Murray of Nestrans who officially retired on 31st of August. Everyone agreed Derick had done a great deal to get HTAP started and provided a lot of support over the years to the Programme and it's aims.	AS
11.	**Future Meetings in 2019**	
	29th November 0930-1230 (HTAP Review Workshop)	

Minute by AS.

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3.2 Regional Transport Strategy Progress and Update

o Purpose of Report

The purpose of this report is to provide Members with an update on progress towards developing the next Regional Transport Strategy to 2040. It focuses on providing further feedback on the outcomes of the consultation papers posted on the Nestrans2040 website and an update on the Strategic Transport Appraisal as well as the overall timeline for the RTS.

o Background

At its meeting on 18th September, the Board approved six headline principles for the RTS which will set the direction of the strategy overall. These agreed principles are:

1. A 50:50 mode split between car driver and sustainable modes;
2. Improved journey efficiencies;
3. Zero fatalities on the road network;
4. No exceedances of World Health Organisation (WHO) safe levels of emissions from transport;
5. Significantly reduced carbon emissions from transport to support net-zero nationally by 2045; and
6. Accessibility for All.

Work is now continuing to develop the RTS policies and actions under these principles as well as the four pillars that link to the National Transport Strategy of helping the north east economy prosper, improving health & wellbeing, protecting the environment and promoting equality. This work will be reported back to the Board in December 2019.

o RTS Timeline

The consultation on the National Transport Strategy closed on 23rd October 2019. Nestrans has submitted a response to this consultation (approved by Board at its meeting on 18th September) and it is understood that it is still Transport Scotland's intention to produce a final strategy by the end of 2019. This impacts on the timescales for the RTS as it is important that we have the opportunity to take into account what is in the final National Transport Strategy.

Given the timescales indicated above, it is our intention to report back to the Board in December on a range of draft RTS policies and proposals for discussion and to bring a full draft RTS for approval to the Board in February 2020. A period of public and stakeholder consultation would follow on the draft RTS and associated impact assessments and it is proposed that will be for a period of 10 weeks during February – April 2020. This timescale will allow for the draft to be reported to the two relevant Council Committees in April (Aberdeen City Council's City Growth & Resources Committee) and May (Aberdeenshire Council's Infrastructure Services Committee). It is then intended that a report on the findings of the consultation and a proposed final strategy would be brought back to the Nestrans Board in June 2020.

o Strategic Transport Appraisal

As reported to Board on 29th August 2019, the City Region Deal Strategic Transport Appraisal published its options report in August 2019. The outcome of this work is a list of 42 separate transport options which have been recommended for further development and appraisal. Contained in the list, there are a range of policy ideas, road/bus/rail/active travel suggestions, and technological interventions.

It was reported in August 2019 that the next step of the work would be to commission an initial appraisal of the long list of 42 options. This work is very much aligned to and required for the development of the Regional Transport Strategy as well as providing support for the area's Development Plans and informing the national Strategic Transport Projects Review.

This work will identify the broad costs, positive and negative impacts across a range of appraisal criteria, and consider deliverability issues, and how different elements may work best as part of packages.

Peter Brett Associates have now been commissioned to undertake this work which will be funded through the City Region Deal. An inception meeting has been arranged for 30th October with draft reporting anticipated in January 2020. Nestrans has commissioned this work and will be involved in the client team and therefore be able to feed the outcomes of this work directly into the RTS and vice versa.

o Consultation and Engagement

The consultation website www.nestrans2040.org.uk has been live since May 2019 and discussion papers posted on a regular basis up until early August. The consultation on these discussion papers closed on 2nd September. It was reported to the Board on 18th September that a good response overall was received with 108 individual responses split across 11 different topics. The responses received have generally been from individuals and members of the public rather than organisations who we are consulting with separately.

A summary of the comments submitted on each discussion paper has now been uploaded to the Nestrans 2040 website (www.nestrans2040.org.uk) and key points highlighted below:

The Affordability of Transport

- For some, the shrinking DWP budget, increasing unemployment or increasing cost of student accommodation are limiting available cash for travel.
- It should be cheaper to use public transport than the car.
- Ad-hoc bus journeys are often more expensive as discounts from weekly/monthly tickets are not available. More cash is required upfront to access the greatest discounts.
- There needs to be a radical re-think on how buses are run, particularly in rural areas.
- Bus services should be available on the basis of community need, not profit.
- Lack of public transport choice.
- There is a need to rebalance transport spending across a range of fiscal measures to achieve mode shift.

The Accessibility of Transport

- Availability of lifts, ramped or level access is often a barrier.
- Level access kerbing still absent from too many bus stops.
- Confidence in the availability of suitable toilet facilities is a barrier.
- Lack of confidence in routes which change frequently and in ability to get assistance during your journeys is a barrier.

- Update Traveline Scotland to include more disability relevant information.
- Next stop information on vehicles.
- Consistent signage.
- Audio visual messaging / information in accessible formats.

Aviation Issues

- While not all air travel can be avoided, we cannot predict huge growth and shrug off the clash between air travel and a liveable planet.
- We should not seek to limit aviation but rather ensure air travel is as sustainable as possible. Other European Airports are setting targets to be carbon neutral by 2050.
- Public transport and active travel access to the Airport from across the region needs to improve, including links from Dyce railway station.
- Loss of flight links to major hubs (particularly Gatwick and Frankfurt) has reduced competition, limited opportunities for travel and increased costs.
- The impact of APD exemption at Inverness skews the market in favour of Inverness over Aberdeen and must be addressed.

Behavioural Change and Mode Shift

- Active travel connections between towns and villages, with a particular emphasis on the need for segregated provision.
- Reduce speed limits.
- More investment in cycle and walkways, improved cycle proficiency /behaviour to improve safety for vulnerable road users.
- Many respondents highlighted that although they know where to access information on ticketing and payment options, it is often difficult and complicated.
- Unreliability of public transport services is frequently identified as a key barrier.
- More frequent, reliable and cheaper bus travel as well as increased network coverage.
- An improved rail network is required to achieve mode shift.
- Better signed, high quality walking and cycling infrastructure that is well marked and an understandable bus and rail network with clear interchange points between all modes is required.

Bus Issues

- This was the discussion paper that generated the most response.
- Generally agreed that buses play a vital role in the transport network.
- It needs to be integrated with rail provision.
- It plays a vital role in rural transport provision, although the way in which rural communities are served perhaps needs to change.
- There is a need to move away from the model where all buses serve the city centre, to reflect the range of journeys that are being made.
- The network needs to expand with increased financial support to break the cycle of declining bus use feeding increased car use.
- Effective marketing, low emission vehicles, attractive vehicles, wi-fi and the use of new technology to improve information provision are all seen as key to improving the image and perceptions of bus travel.
- Reliability and journey times are key, as well as cost, to providing an attractive service.
- Services need to be customer focused.
- A need for more interchange hubs.
- Views on whether more priority should be given to buses were mixed.

Carbon Reduction and Alternative Fuels

- General agreement that we should be supporting the roll out of electric vehicle charging infrastructure but also that there should be a focus on active travel and public transport to reduce emissions.
- Some concerns that we need to wait until battery technology is advanced enough and cheap enough for people to invest in as a suitable alternative.
- The range and accessibility of charging points across the region is a barrier.
- Recognition that this may be more difficult in rural areas.

Freight Issues

- A lorry park to the south of the city is required, potentially combined with a park and ride facility.
- Access to and from the existing Harbour is still congested and will remain so with the Northern Isles ferry service departing there.
- Break bulk centres and rail freight could play a much bigger role in the city.
- Shifting to low carbon vehicles will be a challenge and the costs will be a significant barrier.
- Better driver training.

Public Health and Access to Health

- Need to encourage more public transport, cycling and walking as well as car sharing.
- Need to invest in improving affordable, reliable and accessible public transport.
- Need to support rural communities.
- Some support for Low Emission Zones but also caution that due to the rural nature of the region, public transport is just not an option for many. Also a view that a LEZ is a tax on those who cannot afford to upgrade their vehicle.
- There needs to be better advice on buying low emissions vehicles.
- Accessing health facilities can be very difficult for those living in Aberdeenshire but working in the City, especially if they depend on public transport to get there.

The Rail Network

- Reliability is key.
- A significant number of responses were submitted in support of developing new rail lines, in particular to Ellon, Fraserburgh and Peterhead.
- Rail should be key to the short- and long-term plans of the RTS.
- Sufficient car parking is required at stations to provide a park and ride service for rail.
- Stations should also provide an interchange function and be well connected by bus and active travel routes.
- There is a need for increased local stations and stops to encourage mode shift for commuting.
- Faster end to end inter-city journeys should not be the priority over local travel.
- Cost, frequency, accessibility and reliability are key to getting people to switch to rail.

Road Safety and Casualty Reduction

- Education, improved driver behaviour, increased uptake of advanced driver training and ongoing highlighting of seasonal risks is key.
- Excellent work has already been done with teenagers and more of this is needed.
- Reduced speed limits and enforcement of speed limits. Suggestion of a 20mph urban default, although also some views that it should not be a blanket approach and targeted reduction at specific points should be the focus.
- Increased segregated cycle provision.
- Focus on improving perceptions of safety.

- Cyclists must also take responsibility for their own safety – using hand signals, appropriate clothing, lighting and helmets.

Cycling and Walking

- Joined up infrastructure.
- Segregated provision that is well lit.
- Safer routes between settlements and to schools.
- Maintenance of footpaths and cycleways.
- Improved crossing facilities for pedestrians.
- Increased priority for pedestrians and cyclists.
- It shouldn't be more convenient to drive your car into the city centre than walking or cycling.
- Cycle provision should preferably take space from cars and not pedestrians.
- Well designed, shared paths can work, but the design has to allow for reasonable flow. They also need to have clear signage and markings.
- The visually impaired and children are particularly disadvantaged on shared paths.
- There are different needs for different types of cyclists.
- A bike hire scheme should be preceded by investment in safe cycle infrastructure, not the other way around.

o Recommendations

It is recommended that the Board:

1. Approve the proposed amended timeline for the RTS development;

2. Note the position on the Strategic Transport Appraisal and request that further updates be brought to future meetings as the project progresses; and

3. Note the summary findings from the consultation on discussion papers.

KC 24 October 2019

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3.3 Climate Change Reporting Duties

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 and to give an update on the Scottish Government's Programme for Scotland 2019-20 Protecting Scotland's Future as a response to declaring a Climate Change Emergency earlier this year.

o Background

The Scottish Government published its Programme for Government in September this year. The main relevant points for Nestrans are:

- Ending Scotland's contribution to climate change – Commitment to net zero greenhouse gas emissions by 2045;
- Scotland's 'Green New Deal' - Scottish Investment Bank for infrastructure projects from 2020;
- A 'Mission Zero' for Transport – Ensure that transport plays a key role in delivering net zero emissions by 2045 (this includes: Investing in buses, reallocation of road space on parts of the motorway network to high occupancy vehicles such as buses, invest in new and innovative financing to radically accelerate the deployment of zero emission buses across Scotland);
- Commitment to phasing out new petrol and diesel cars by 2032 and phase out the need for all petrol and diesel cars from public sector fleet by 2025;
- Put in place plans to decarbonise Scotland's railways by 2035 and aim to decarbonise scheduled flights within Scotland by 2040;
- Low emission zones in all major Scottish cities;
- increase active travel, increase electric vehicles and electric charging points, support transport innovation, hydrogen technologies, circular economy bill, reducing the need to travel through better digital connections; and
- access to the outdoors and climate change adaptation.

The full document can be found here. https://www.gov.scot/publications/protecting-scotlands-future-governments-programme-scotland-2019-20/

o Nestrans' Reporting

This is the fifth year that Nestrans has reported on our Climate Change duties.

The deadline for reporting to Sustainable Scotland Network (SSN) is 30 November 2019.

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. Kelly Wiltshire has also been involved in short term working groups looking at governance and reporting in the future for public sector organisations and climate change.

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 2017/18 and 2018/19.

Table 1: Nestrans' Carbon Emissions Reporting 2017/18 and 2018/19

Emission Source	Units 2018/19	Units 2017/18	Emission factor (kg) 2018/19	Emission factor (kg) 2017/18	tCO2e 2018/19	tCO2e 2017/18
Grid Electricity (generation)	25,693.80 kWh	28,715 kWh	0.28307	0.35156	7.27	10.10
Grid Electricity (transmission & distribution losses)	25,693.80 kWh	28,715 kWh	0.02413	0.03287	0.62	0.94
Water - Supply	71.90m3	67.63m3	0.344	0.344	0.02	0.02
Water - Treatment	71.90m3	67.63m3	0.708	0.708	0.05	0.05
Refuse Commercial & Industrial to Landfill	0.93 tonnes	0.93 tonnes	99.8	100.1	0.09	0.09
Paper & Board (Mixed Recycling)	0.45 tonnes	0.47 tonnes	21.4	21.8	0.01	0.01
Domestic flight (average passenger)	2,884 passenger km	1,046 passenger km	0.29832	0.26744	0.86	0.28
Short Haul Flight (average passenger)	4,818 passenger km	3,357 passenger km	0.16236	0.16103	0.78	0.54
Rail (National rail)	27,531.04 passenger km	34,630 passenger km	0.04424	0.04678	1.22	1.62
Average Car – Unknown Fuel	2,092.14 km	1,574 km	0.29072	0.18242	0.38	0.29
Bus (local bus, not London)	180 passenger km	188 passenger km	0.12007	0.12259	0.03	0.02
Sub-Total					**11.33**	**13.96**
Staff Travel to Work	28,245.11km	31,628 km	various	various	2.77	3.20
TOTAL					**14.10**	**17.16**

Please note emissions factors change each year, so a direct comparison year on year reflects changing emissions factors as much as improving practices. Nevertheless, the result is a reduction in Nestrans' emissions by over 17% on the previous year, from over 17 Tonnes carbon dioxide equivalent, to 14.1 Tonnes in 2018/19.

It is worth noting that Nestrans rents around 20% of Archibald Simpson House and as such claims 20% 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 reported emissions from the building 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 continues 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 Friday 1st of November.

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.

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 and is about to start working with Aberdeenshire Council and other stakeholders on adaptation work in Aberdeenshire. Nestrans is also starting a weekly food waste collection to go to composting, so our general waste emissions should also reduce.

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/ 16 October 2019

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4.1 City Centre Masterplan Update

Purpose of Report

The purpose of this report is to provide the Board with an update on the progress of the City Centre Masterplan and a number of projects relevant to Nestrans currently ongoing in and around Aberdeen City Centre.

Background

As Members will know, the City Centre Masterplan was given unanimous approval by Aberdeen City Council in June 2015.

The Masterplan has a number of major transport projects, to be developed through its lifespan, aimed at increasing pedestrian priority and delivering a greener, safer, healthier, better-connected city centre. In addition, further transport related projects are in-progress to enable the development of the larger projects. A range of measures are planned to reduce the need for cross-city driving, including better car parking arrangements, making walking and cycling more attractive, and improvements to public transport.

The below includes progress on projects that will enable the Masterplan to develop its transport objectives.

Project Progress

Sustainable Urban Mobility Plan (SUMP)

Aberdeen City Council (ACC) has developed a draft Sustainable Urban Mobility Plan (SUMP) for the city centre. A SUMP is a transport strategy for a specific area which identifies projects that could be delivered by the Council and partners to enable and encourage users of that area to travel on foot, bike, public transport or other low-emission forms of transport more often. The SUMP complements and expands upon the transport elements of the Aberdeen City Centre Masterplan (CCMP) and reflects the emerging findings of ongoing work to improve the road network in Aberdeen now that the Aberdeen Western Peripheral Route (AWPR) is open and the revised Road Hierarchy which has been developed to facilitate the use of the City Centre as a destination rather than a through route.

The SUMP has been developed through Civitas PORTIS which is an EU-funded project from the Horizon 2020 programme and looks at sustainable urban mobility solutions in port cities.

On 6th June 2019 the City Growth and Resources Committee agreed to instruct the Chief Officer of Strategic Place Planning to proceed with public and stakeholder consultation on the draft SUMP. Following a period of public and stakeholder engagement on the draft SUMP in June and July, a final SUMP will be going to the City Growth and Resources Committee on 26th November 2019, recommending adoption.

❖ **Low Emission Zone**

Aberdeen City Council is working with partners to determine the optimum form and scope of a LEZ in Aberdeen in accordance with the Scottish Government's 2017/18 Programme for Government. Of Aberdeen's three Air Quality Management Areas (AQMAs) the city centre is of most concern due to a higher number of pollution exceedances of nitrogen dioxide (NO2) and particulate matter (PM2.5 and PM10) recorded here compared to other areas. The city centre is therefore the focus of current LEZ investigations.

With funding support from Transport Scotland, ACC appointed consultants SYSTRA in August 2019 to update the city centre transport model, assist with identification and appraisal of LEZ scenarios, and lead public and stakeholder engagement.

The current city centre Paramics transport model is based upon 2012 traffic data, therefore requires updating to reflect the impacts of recent changes to the local transport network, most notably the full opening of the Aberdeen Western Peripheral Route (AWPR) in February 2019. Data gathering to inform the model upgrade took place in May and October 2019 and the model development is now underway. The new traffic data is also being used by SEPA (the Scottish Environmental Protection Agency) to update the Aberdeen air quality model and the transport and air quality models will work together to assess the impacts of various LEZ scenarios and options. The model build is due to be completed in April 2020, allowing option testing and appraisal to commence thereafter.

The National Low Emission Framework (NLEF) is the appraisal process for local authorities to follow when considering transport related actions to improve air quality. NLEF guidance states that the starting point for LEZ development should be to define objectives for the potential LEZ, taking account of the pollutants of concern and any available information on the sources of those pollutants. In light of this guidance, it is now time for ACC to set objectives for the LEZ to inform future development and appraisal of options.

Draft objectives have been developed by the Aberdeen LEZ Delivery Group, comprising representatives of ACC, Aberdeenshire Council, Nestrans, NHS Grampian, Transport Scotland, SYSTRA and SEPA. As the principal aim of a LEZ is to improve air quality, and the only robust measurable indicator of success or otherwise is a reduction in the levels of pollutants of concern, the following primary draft objective has been identified:

> *To improve air quality in Aberdeen by reducing harmful emissions from transport and delivering on the Scottish Government's statutory air quality objectives.*

Recognising that a LEZ can help realise wider benefits beyond simply air quality improvement, but that these are influenced by many other factors and not solely or directly attributable to a LEZ, the following supplementary draft objectives have been identified:

- *Protect public health and wellbeing;*
- *Support climate change targets by reducing road transport's contribution to emissions;*
- *Support local and regional transport strategies by contributing to the development of a vibrant, accessible, and safe city centre, where the volume of non-essential traffic is minimised and active and sustainable transport movements are prioritised; and*
- *Contribute to ongoing transformational change in Aberdeen, helping promote the city as a desirable place to live, visit and invest in.*

These draft objectives will be considered at the City Growth and Resources Committee on 26th November 2019.

- **Schoolhill**

Schoolhill Streetscape Stage 1 was tasked to provide a complementary setting and to facilitate entry to Aberdeen Art Gallery. An enlarged and enhanced frontage to both the war memorial and the art gallery has been produced with a large plaza now in place to encourage pedestrian movements and public enjoyment of the space. The project has also increased the existing footpath width and has reduced the carriageway width promoting active travel in the city centre. With due cognisance to the setting, high quality natural stone products have been locally sourced for the construction.

Construction on the Schoolhill streetscape scheme has now been completed, with only a small number of minor snagging works to be carried out. The scheme has been generally very well received, and allows access unhindered by steps to all Aberdeen Art Gallery entrances.

In 2018/19, Nestrans has contributed a total of £242,900 to the scheme costs including construction, £76,900 direct and £166,000 via the RTP Active Travel Grant.

Recommendations

The Board is recommended to:

a) note progress on the projects enabling the development of the City Centre Masterplan.

NL/28 October 2019

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 6 November 2019

5.1 Rail Action Plan Update

o Purpose of Report

The purpose of this report is to provide Members with an update on progress on a number of matters which support development and delivery of Nestrans Rail Action Plan.

o Background

Nestrans' Regional Transport Strategy contains a number of proposals and aspirations in regard to improving rail infrastructure and services. These were detailed in a Rail Action Plan, approved by the Board at its meeting in September 2010. A copy of the Rail Action Plan is available from the Nestrans' website at:

http://www.nestrans.org.uk/db_docs/docs/RAP%20second%20draft%20sept%202010.pdf

Although the Rail Action Plan is now out of date, growth in rail passenger numbers across the north east is continuing and many of the proposals are being progressed. This report provides updates on some of these projects.

o Aberdeen-Central Belt Enhancements

Members will be aware that the Scottish Government announced an additional allocation of up to £200million in the Transport Scotland Rail Budget, alongside the City Region Deal, to provide infrastructure improvements on the rail line between Aberdeen and the Central Belt to enable improved journey times and increase capacity.

To oversee this investment, a Reference Group was established and a Memorandum of Understanding was signed to provide a remit for the group. At its last meeting in Dundee on 12 September, a series of proposals were tabled incorporating signalling improvements, passing loops and line-speed improvements which, Transport Scotland state, are likely to achieve the aspirations of the group. Combined with wider enhancements to the network in and around Perth, Edinburgh and Glasgow, rolling stock enhancements and timetable recasts, these offer the opportunity for journey times to be improved to deliver:

Enhanced commuter services into Aberdeen and Dundee -

- Local service with minimum of half hourly service into Dundee and Aberdeen in morning and evening peaks; and
- Hourly, all stops service between the two cities.

Reduced Inter-City Journey Times -

- Aberdeen to Edinburgh – 2hrs 10mins;
- Aberdeen to Glasgow – 2hr 30mins or better;
- Aberdeen to Dundee 1 hr 10mins.

Freight Growth -

- Increase capacity on the line to enable new freight paths.

Transport Scotland and their rail industry partners have proposed moving the Reference Group to the footing of a Project Delivery Group.

Subsequently, a letter has been sent from the Director of Infrastructure Services at Aberdeenshire Council on behalf of the City Region Deal Joint Committee to Bill Reeve, the Director of Rail at Transport Scotland. The letter seeks clarity on the outcomes and benefits of the proposals, specifically to the Aberdeen city-region and asks for assurances on the feasibility of the proposals to deliver these benefits within the agreed timescales. A meeting between respective officials has been requested.

- **Insch Accessibility Study**

Members will be aware that Nestrans has commissioned Aecom to undertake a consultancy study into accessibility issues at Insch and develop options for improving access to enable passengers with mobility issues to access the station.

Aecom are currently working on a "Case for Change", to meet Transport Scotland's Scottish Transport Appraisal Guidance (STAG) criteria which will need to demonstrate the scale of the problem at Insch, the uniqueness of the situation and provide indicative costs and benefits of a range of potential options for improvement.

To aid this data gathering, Aecom have commissioned a survey to ascertain the difficulties that people in the area with mobility impairments have in accessing the station and the railway network. The survey is available at www.inschstationsurvey.co.uk

Public consultation, including public display boards at the station and a presentation to the Community Council took place on Monday 28th October. A copy of the displays is available for anyone who was unable to attend the public sessions at:

https://www.nestrans.org.uk/projects/studies/documents-studies/

- **December 2019 Timetable**

After two summers of disruption between Aberdeen and Inverurie, the benefits of the track dualling are likely to be realised in changes to the rail timetable in December. The new timetable will be operational from 15 December 2019 and will see significant improvements across the north east.

The main highlight will be a more frequent service between Inverurie, Dyce and Aberdeen with up to three trains per hour in each direction. The impact will be an increase from 49 services per day to 78 services per day at Dyce (an increase of 59%), and an increase from 45 services per day to 76 services per day at Inverurie (an increase of 69%).

Many of these will be through trains to Montrose calling at all stations and providing a cross-Aberdeen rail service, which has been a long-standing aspiration of Nestrans and the two local authorities. From December, there will be 28 through services per day between Montrose and Inverurie, i.e. 14 in each direction, broadly an hourly frequency (from 5 per day in the current timetable).

Other enhancements include additional peak time services in both morning and evening peak, some strengthening of peak-time services by adding additional carriages and journey time reductions between Aberdeen and Inverness.

Additional deployment of HST rolling stock is being introduced on InterCity routes as and when the refurbished trains are delivered. This will provide additional seating capacity on Aberdeen to Edinburgh, Glasgow and Inverness routes as well as more comfortable carriages.

o Station Travel Plan Development Fund

At the last meeting of the Board, it was reported that Abellio ScotRail had initiated a fund to implement measures to support initiatives which had been identified in Station Travel Plans and the Board agreed that Nestrans should submit a bid and report back.

Deadline for submissions was Friday 25th October, and a bid was submitted by Nestrans in partnership with Aberdeenshire Council utilising funding from Nestrans budget and from Aberdeenshire Council's allocation under Smarter Choices, Smarter Places. The bid is to improve wayfinding to and from Stonehaven station, at a total project cost of £20,000 (i.e. a bid for £10k, matched £5k from Nestrans and £5k from Aberdeenshire's SCSP allocation). This complements a project being undertaken by Stonehaven Town Partnership improving wayfinding around the town and has been supported by staff in the Area Office as well as the Transportation Team at the Council.

A summary of the bid is attached as **Appendix A** to this report.

o Recommendations

It is recommended that the Board:

a) Note the progress in relation to rail projects.

RD 28 October 2019

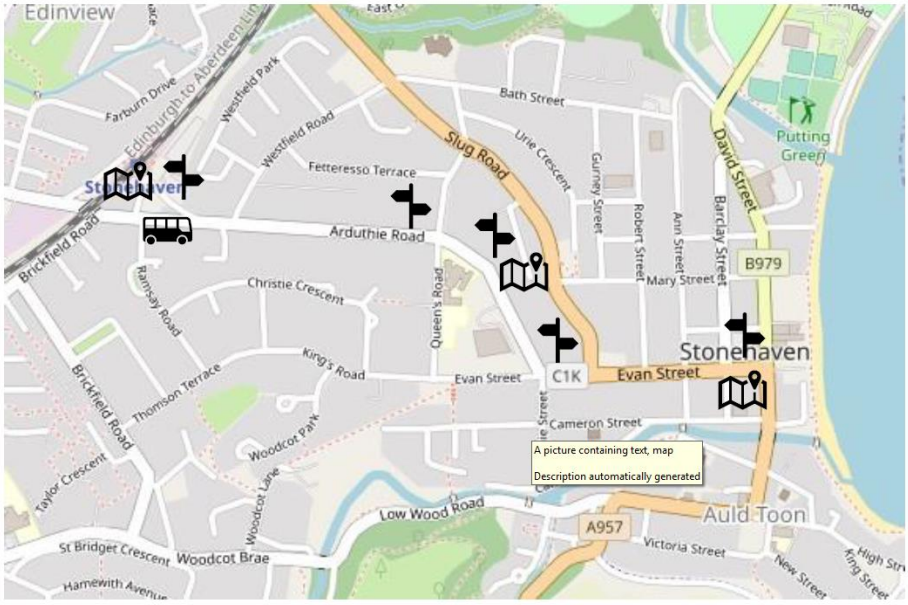
Appendix A

STP Delivery Fund – Application for Funding

Applicant Name	Kelly Wiltshire on behalf of Nestrans
Contact Email / Telephone	kwiltshire@nestrans.org.uk 01224 346680
Company Number or Registered Charity Number	n/a Regional Transport Partnership
Location of Project (station)	Stonehaven Railway Station
Project Name	Wayfinding Stonehaven
Project Summary (100 words)	Signing, wayfinding and mapping to provide a comfortable and easy to use option linking Stonehaven Railway Station to Stonehaven Town Centre. Stonehaven has significant numbers of visitors including a high proportion from overseas, many of whom access the area by rail. The Stonehaven Station Travel Plan identified a lack of information and difficulty in accessing travel options. This project aims to make it easier for visitors to the town to walk and cycle between the Railway Station and the town centre. Provision of a bus shelter and improved information at the bus stop will also provide a further travel option and improve integration.
Funding from ScotRail (£) Level of funding from applicant (£)	£10,000
This amount must match or exceed the ScotRail contribution	£10,000. £5,000 from Aberdeenshire Council (through the Smarter Choices, Smarter Places programme) and £5,000 from Nestrans.
Total value of project (£)	£20,000
Please provide a more detailed description of the project. You should explain how it would address STP objectives and make reference to the STP action plan.	In the Station travel plan under 'Top Opportunities' it states "Provide clear signage for pedestrians and cyclists between the station and the town. As identified in the Station Travel Plan, it is not clear when you leave Stonehaven Railway Station the variety of attractions, how to get into the town centre or how to interchange to the bus service. Stonehaven is a thriving town on the East Coast Main Line, some 16 miles south of Aberdeen with a number of commuters using the railway, as well as tourists, travelling to the nearby Dunnotar Castle and seafront. This project is aimed at encouraging more people to walk or cycle from the railway station to the town centre and other

	attractions in the town and back again. The local Stonehaven Town Partnership are currently working with Aberdeenshire Council to improve the wayfinding from the beach to the town centre and this project would complement this work, by widening out the wayfinding from the town centre up to the railway station. Due to the significance of the conservation area and the importance of tourism to the local economy, it is necessary to use wayfinding that is sympathetic to other signage in the town, which includes wrought iron finger posts and an art deco design. The project will enable the installation of new and additional finger post wayfinding signage at key locations from the Railway station to the town centre. It will also enable the production of local walking and cycling maps with key locations such as the railway station clearly marked. Outside of the station, we would also propose to design a new information and interpretation board, which could include a map and bus timetable/interchange information. A new bus shelter would provide enhanced information and a clear focus point indicating the availability of public transport connectivity, as well as protection from the elements.		
Which item in the Action Plan does the project address?	Top Opportunities - Provide clear signage for pedestrians and cyclists between the station and the town.		
Who would be involved in project delivery? (including any volunteers or other partners)	Project delivery will be undertaken primarily by Aberdeenshire Council, in close consultation with Stonehaven Town Partnership and Nestrans.		
Project Costs and Item Expenditure. Please provide more detail on how the funding would be spent. If it is not possible to provide an exact figure, please write how much you would anticipate spending per item / service / goods.	Street signage £5,000 Outdoor mapping £4,000 Paper maps £2,000 Bus shelter £9,000 TOTAL £20,000		
Project Income. Please list all the match funding sources. Confirmation of these will be required at a later stage.	Aberdeenshire Council (Smarter Choices, Smarter Places) £5,000 Nestrans £5,000 TOTAL MATCH FUNDING (50%) £10,000		
Milestones and Timescales. Please cover the full length of time between project start through to project in action,	Key activity	Completion date	Outcome
	Street signage	30/03/2020	Delivery and implementation of 5 finger posts
	Outdoor mapping	30/03/2020	Delivery and implementation of 3 information panels

explaining key activities to be carried out, completion date and what the outcome will be.	Paper maps Bus shelter	30/03/2020 30/03/2020	Production and distribution of 1,200 promotional maps Implementation of new bus shelter on Arduthie Road
Do you believe any Network Rail / ScotRail land or equipment is required for any part of project activity or project output?	Permission to install new signs and a notice board in and around the Railway station to help wayfinding to the town centre and the interchange to buses.		
Risks. To help us in assessing your application, please outline any risks or obstacles you envisage as part of the project, including how you would mitigate or minimise these. Where relevant, this should include how the project would be sustained after award of funding.	This is a low risk project. Aberdeenshire Council as the roads authority for Stonehaven would procure and install the wayfinding and signage and these would be added to the Council's asset management register.		



1 x Bus shelter improvement

5 x Finger Post Signage Columns

3 x Outdoor maps

5.2 Bus Action Plan Update

o Purpose of Report

The purpose of this report is to provide Members with an update on the work of the Bus Alliance and developing Bus Action Plan.

o Background

The Bus Alliance Quality Partnership Agreement was signed by Nestrans, Aberdeen City Council, Aberdeenshire Council, First, Stagecoach and Bains Coaches in August 2018. Within this agreement, all partners have agreed to the following overarching objectives:

1. To arrest decline in bus patronage in the North East of Scotland by 2022; and
2. Achieve year-on-year growth in bus patronage to 2025.

A number of sub-objectives were also signed up to:

a) To increase the mode split proportion of people travelling by bus across the region;

b) To improve the operational performance of bus services;

c) To improve customer satisfaction with the overall level of service across the region;

d) To reduce emissions per bus passenger journey, contributing to improved local air quality and reducing carbon emissions;

e) To improve access to public transport for all, reducing the equalities gap across the region by reducing barriers including cost and physical access.

As well as aiming to improve quality standards across the region in line with the Partnership objectives and targets, the purpose of the Bus Alliance and region-wide voluntary Quality Partnership Agreement is to set an agreed framework for the development of more formal statutory agreements on individual route corridors.

o Bus Alliance Priorities

Priority corridors and developing Statutory Partnership Agreements

The Bus Alliance Board has agreed to the progression of two priority corridors for action:

1. Westhill to Aberdeen via the A944 Lang Stracht and B9119 Queens Road – to include Kingswells Park and Ride, the city centre and bus station.

2. Inverurie to Aberdeen via the A96 and Craibstone Park and Ride - to include city centre hotspots not addressed in the first priority corridor such as Mounthooly and East/West North Street junction.

The Bus Alliance has agreed that the first stage for each corridor should be a full corridor study to identify the baseline and identify measures for improvement.

The selection of these priority corridors has been undertaken in conjunction with the Roads Hierarchy study being carried out by Aberdeen City Council which is progressing multi-modal corridor studies and it was agreed that these should be progressed jointly with the Bus Alliance priority corridors.

Aberdeen City Council, in partnership with Nestrans and Aberdeenshire Council have now issued a tender for a STAG-based appraisal of public transport and active travel options on the Westhill/Aberdeen corridor. Tenders for this piece of work are due back in early November and it will be awarded shortly thereafter.

Region-Wide Bus Action Plan

Based on the issues identified in the State of the Bus Network Report (published in June 2019), the Bus Alliance Board has agreed to the development of a Region-Wide Bus Action Plan and that this be structured around the following headings:

- **Bus reliability and journey times** – actions primarily to be identified on a corridor by corridor basis as part of the corridor studies identified above.

- **Bus Infrastructure –** with a focus on accessibility and environment, this would include infrastructure on and off bus, including accessibility of vehicles, kerbs, shelters, location of bus stops and emissions standards.

- **Interchange –** including bus stations, mini-hubs, park and ride, multi-modal interchange and connections between services.

- **Fares and ticketing –** with a focus on further development of the GrassHOPPER product, smart and contactless capabilities, including capping and mobile technology.

- **Information, marketing and promotion –** including at-stop, real time and digital information and specific campaigns. At present there is a project to develop a region-wide park and ride website and promotion campaign. There has also been some suggestion that a joint campaign focussing on how to use the bus may be worthwhile.

- **Bus Infrastructure Fund**

On 3 September, the Scottish Government announced their Programme for Government, which sets out the actions they will take in the coming year and beyond. https://www.gov.scot/programme-for-government/

Within this document was an announcement of a £500 million capital fund for improved bus priority infrastructure to tackle the impacts of congestion on bus services and raise bus usage. The details of this fund are not yet known however it is anticipated that this funding will be split over the next 5-6 years to allow for a full development and implementation of schemes.

The Bus Alliance has also written to the Cabinet Secretary for Transport, Infrastructure and Connectivity, to highlight the work of the North East Bus Alliance and to express our desire for early engagement and discussion on how this fund can be accessed. A copy of this letter is provided for information in **Appendix A**.

A response from the Cabinet Secretary was received in which we were invited to contact officials and this is provided in **Appendix B**. It will be a key task for the Bus Alliance over the coming months to identify potential schemes that could be delivered through this fund, to ensure maximum benefit to the North East.

- **Park and Ride Promotion**

One of the agreed actions to be taken forward by the Bus Alliance is the promotion of Park and Ride and the development of a region-wide Park and Ride website with the aim of providing easy to access and accurate information on all the Park and Ride sites across the region, in one place.

A website has now been launched www.getaboutbyparkandride.org.uk

The launch of the website is being supported by a wider publicity campaign in the run-up to Christmas which includes:

- A press release, to be issued on 30th October;
- Social media;
- Bus shelter digital adverts;
- Radio adverts;
- Bus back adverts; and
- A light box advert in the St Nicholas shopping centre.

The website has been designed to be consistent with the Getabout brand and therefore not aligned to any one bus operator. This provides a step change in information provision on Park and Ride services in the north east.

A presentation of the website will be provided at the Board meeting on 6th November.

- **Digital Connectivity at Bus Stops**

Nestrans, Aberdeen City Council and Aberdeenshire Council are working in partnership to deliver active and sustainable travel under the '2ABZ2 A96 Collective Travel Study' (Civitas Portis) banner. As part of this project, Aecom were commissioned to carry out a survey and provide an action plan which highlighted the need for improved publicity information.

Aberdeenshire Council suggested trialling E-Ink (E-Paper) displays along the A96 corridor. The benefit of this technology is that it can combine Real Time Information (RTI) displays with E-Ink/Paper Displays of scheduled timetables and local/traffic information as well as being capable of displaying other promotional material such as upcoming local events and road closures. Being fully digital, it is maintained by a back office so can be updated instantly without manual intervention at the bus stop locations.

It was agreed that both Aberdeen City and Aberdeenshire Councils would commit £30,000 each, fully funded by Civitas Portis, on delivering these displays to a maximum of four sites in Aberdeenshire (across Inverurie, Kintore, Blackburn) and a maximum of four in the City

(across Bucksburn, Powis Terrace, Broad St). Nestrans is also proposing to contribute an additional £20,000 to improve the product offering from a small / medium format to a large format display to allow for full optimisation of the available space for display of information. This request for funding is contained within the separate budget report on the agenda.

o Recommendations

It is recommended that the Board:

a) Note the progress of the Bus Alliance in progressing work on the priority corridors and developing and delivering bus alliance priorities.

KC 24 October 2019

Appendix A

13 September 2019

Our Ref: KC/N13/4/1
Your Ref

Michael Matheson MSP
Cabinet Secretary for Transport, Infrastructure and Connectivity
Scottish Government
St. Andrew's House
Regent Road
Edinburgh
EH1 3DG

Dear Cabinet Secretary

The North East Bus Alliance and support for bus users in Scotland

In 2018 Nestrans, Aberdeen City Council, Aberdeenshire Council, Stagecoach North Scotland, First Aberdeen and Bains Coaches formed the North East Scotland Bus Alliance which builds on the Quality Partnership for public transport that has been in place in the region since 1998.

The North East Scotland Bus Alliance covers the whole of the Nestrans region, encompassing both Aberdeen City and Aberdeenshire Council areas and is open to all operators of registered local bus services operating in the region. It establishes a new Bus Alliance Board responsible for the establishment of joint objectives and targets, overseeing monitoring, providing resources and committing to the aims of a Passenger Charter.

Bus passenger numbers in the north east have been on a downward trend for several decades, a trend that is mirrored not just across Scotland, but across the rest of the UK.

The Bus Alliance and region-wide Quality Partnership Agreement form a voluntary partnership with all partners participating on an equal basis with the key objectives to:

1. Arrest decline in bus patronage in the North East of Scotland by 2022;

2. Achieve year-on-year growth in bus patronage to 2025.

One of the first tasks of the newly formed Bus Alliance was to undertake a comprehensive review of the state of the bus network in the north east, identifying the key issues, challenges and trends. This has now been completed and published on the Nestrans website: (https://www.nestrans.org.uk/projects/buses/documents-bus/).

One of the key challenges identified in the report to delivering a high quality, attractive bus network is funding. The role of the bus in the region's transport network should not be underestimated. The vast majority of public transport trips undertaken in the region are by bus. Although rail has a significant role to play, currently only 1-2% of journeys to work are undertaken by rail across the region, whereas bus currently accounts for 6% of Travel to Work. There were over 26 million bus journeys in the north east in 2017/18.

Bus operators currently receive some financial support through the Bus Services Operators Grant, a discretionary grant from the Transport Scotland that subsidises commercial and community bus routes. Transport Scotland also provide funding periodically through the Green Bus Fund which provides funding to operators to support the purchase of low emission buses.

The local authorities support socially necessary non-commercial routes but with limited budgets, strict competition and state aid rules, the options for expanding the network of supported services is restricted. The new Transport Bill may change this somewhat as it looks to make provisions for local transport authorities to operate bus services in their area, however funding will be a key factor in whether this is taken up.

The actions recommended by our State of the Network Report and agreed by the North East Bus Alliance to address the challenges we face in the region are:

1. the implementation of the Aberdeen City Centre Masterplan and the recommendations of the City Council's Strategic Car Parking Strategy should be taken forward as a priority, particularly those that provide priority for bus users and seek to manage the supply of car parking in the city centre;

2. agreement of a prioritised list of corridors to be addressed through Statutory Partnership Agreements;

3. Develop a prioritised programme of bus priority and associated infrastructure measures for the region; and

4. To identify funding streams at a local, regional and national level to put bus users on a par with other modes such as rail and active travel in terms of the financial support that they receive.

Work is ongoing on the first three actions and we are writing to you in relation to the fourth; funding. The Bus Alliance partners would like to jointly emphasise the need for the bus industry to be given the same consideration as rail and active travel in terms of the financial support it receives. Mention is often made of an £80million per annum investment in active travel across Scotland, investment in the railways in recent years has been significant and whilst significant funding is given to the delivery of the concessionary fares scheme for bus users, the reimbursement of this does not enable bus operators to invest and improve the services they provide.

The Draft National Transport Strategy rightly recognises the decline in bus use as one of the key challenges across Scotland and we would like to stress the need for this to be backed up with financial commitment to invest in bus infrastructure and to support the North East Bus Alliance, and partnerships in other regions, in delivering improvements for bus users.

The Bus Alliance is not pushing for financial support to subsidise bus services but rather to deliver the infrastructure required to ensure that bus is able to compete with other modes and to help reverse the decline in, what are for many, lifeline and socially necessary services.

With this in mind, we welcome the announcement in the 2019-20 Programme for Government of £500 million to be invested in improved bus priority infrastructure to tackle the impacts of congestion on bus services and raise bus useage. We anticipate that further details on this announcement will be provided in due course however would like to take this opportunity to emphasise the need for early clarity on when and how this funding is to be

made available and what requirements are likely to be placed on areas wishing to work with the Scottish Government to deliver improvements through this funding stream.

We would welcome early engagement and discussion on how you envisage the £500million being delivered effectively and for the benefit of bus users across Scotland, but specifically in the north east.

Yours sincerely

George Mair
Chair of the North East Scotland Bus Alliance

Appendix B

Cabinet Secretary for Transport, Infrastructure and Connectivity
Michael Matheson MSP

Scottish Government
Riaghaltas na h-Alba
gov.scot

T: 0300 244 4000
E: scottish.ministers@gov.scot

George Mair
Chair of the North East Scotland Bus Alliance

NiLaird@nestrans.org.uk

Our ref: 2019/0027324
3rd October 2019

Dear George

Thank you for your letter of 13 September 2019 about the work of the North East Bus Alliance and funding for bus.

As you know, the Programme for Government on 3 September 2019 set out a step change in significant long term investment in bus priority infrastructure, as part of the first package of additional measures in response to the climate emergency. The investment of over £500 million is intended as long term funding, starting in 2020-21.

The investment will take the form of a Bus Partnership Fund for local authorities to provide bus priority infrastructure on local roads, and also the roll out of priority infrastructure for the trunk road network around Glasgow. The Bus Partnership Fund will support implementation of the Transport Bill, which as you will be aware, has a new statutory partnership model at its heart, enabling local authorities to work with bus operators and others to improve bus services in their areas. We are working closely with local authorities and bus stakeholders on the design of the fund.

Please contact my officials, who will be happy to meet and discuss this investment, and the bus improvements envisaged for the North East, in more detail.

Best wishes

MICHAEL MATHESON

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

St Andrew's House, Regent Road, Edinburgh EH1 3DG
www.gov.scot

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Sub Strategy 1: The external connections strategy

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
EC1 - Rail Links and Services						
EC1a: Reducing journey times to Edinburgh and Glasgow, and further south.	Strategic Transport Projects Review	Review being undertaken of the National Transport Strategy (NTS) which will set out transport policy across Scotland for the next 20 years and will inform an update to the Strategic Transport Projects Review (STPR) – reassessing recommendations for strategic transport infrastructure priorities throughout Scotland. A contract to support the 2nd Strategic Transport Projects Review (STPR2) has been awarded to a combined team of Jacobs and Aecom who will be supported by Big Partnership and the University of Leeds Institute of Transport Studies, as well as other industry technical experts. This substantial transport appraisal will make recommendations for S Gov future transport investment focused on themes of economic prosperity, equality, health and wellbeing and climate action and is programmed to take 2 years.		Initial meeting with TS, Jacobs, Nestrans, SDPA and officers of both Councils held on 29 May to discuss the approach to STPR2. Nestrans has agreed to provide access to the ASAM strategic model for STPR2. **A business breakfast presentation by the Scottish Gov on NTS and STPR2 was held in Aberdeen on 8 Oct 2019 and further details in Director's Report.**		↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
	Edinburgh Waverley Western Approaches	**£15 million has been approved by S Gov to develop options for Waverley approaches. This will enable three infrastructure options for delivering capacity and performance improvements in this section of the railway to be explored and taken forward to Outline Business Case. The three infrastructure options being explored are: 1) a new chord (Almond chord) with flat junctions at both Winchburgh and Almond; 2) the Almond chord with a flat Winchburgh Junction and a grade separated Almond Junction and 3) the Almond chord with grade separated junctions at both Winchburgh and Almond.**		**The western approach to Edinburgh Waverley is one of the busiest in Scotland. A late running train (even by a couple of minutes) can cause significant delays to other services and often a knock-on impact throughout the wider network. The work will provide a more detailed understanding of the potential costs of any option and include detailed modelling on the performance benefits and help inform option suitability, weighing up costs against the future needs of the railway.**		

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Aberdeen - Central Belt rail improvement	Ministerial announcement on STPR 10 Dec 08 includes rail service enhancements between Aberdeen and the Central Belt and reconfiguration of the national rail timetable (incl trying to reduce journey times to the Central Belt by up to 20mins) as priority projects. On 28 Jan 2016 S Gov announced £200million to help improve journey times and increase capacity between Aberdeen and the Central Belt as part of a £254million package in addition to the City Region Deal. Mar 2017 Minister announced team to be set up to review options for capacity improvements between Aberdeen and Dundee, as well as options for double tracking Usan Junction and the South Esk viaduct at Montrose.		Members of overview team include representatives from Transport Scotland, Nestrans, Tactran, the ScotRail Alliance and freight and passenger rail service operators. A report considering the progression of the CRD Memorandum of Understanding projects was considered at the latest CRD Joint Committee. Given the practical difficulties of identifying projects that could be implemented prior to the end of the 10 year CRD programme, this report identified alternative projects to which the identified funding could be allocated to.	**Presentation on ScotRail's proposals for £200M given to reference group meeting on 12 Sept and note of this to go to City Region Deal Board. Once agreed reference group will then move to a project delivery group.**	↑
	East Coast Main Line Authorities	Manifesto launched 15 July 2014. Subscription levels to remain at same level in 19/20 and budget approved.	£3K Revenue in 19/20	SYSTRA appointed to refresh the 2016 “Investing for Economic Growth” study for ECMA. **Invoice received for Nestrans membership in 2019/20.**	Systra to seek input from RTPs of the route in Scotland. LNER to start roll out of Azuma trains.	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	**Current Actions/ Progress**			**Future Actions/ Progress**		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
EC1b: Improved train capacity, comfort and reliability.	Rail Timetable Enhancements	Transport Minister announced on 15 March 2016 that ScotRail will introduce 200 new services from 2018 by retaining 13 trains (39 carriages) beyond the terms of their lease, which was due to end in 2018. The funding for this is in addition to the £474M investment in rolling stock over the lifetime of the franchise.		**New timetables to be introduced from 15 December 2019 that will see significant improvements across the north east following the dualling of the majority of the track between Aberdeen and Inverurie. Further details given in separate rail action plan update report.**		↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
EC2 - Strategic Roads						
EC2a: Overcoming constraints on the network that have a direct impact on travel to/from the north east, such as the A90 through or around Dundee and dualling the A96 to Inverness.	Aberdeen Western Peripheral Route - Balmedie to Tipperty (AWPR-BT) ®	The final section of AWPR opened to traffic on 19 February 2019. Since opening fully, AWPR/B-T has continued to operate well, with road users now enjoying a range of benefits, including reduced journey times, improved journey time reliability, reduced congestion, enhanced safety and better local access. Management of certain sections of the A92 and A96 was transferred on 1 April 2019 to Aberdeen City Council and Aberdeenshire Council, in line with Detrunking orders which were published in 2010 and 2012, as part of the AWPR/B-T project. As previously reported, Aberdeen Roads Limited (ARL), Transport Scotland and Police Scotland have closely monitored operation since AWPR/B-T fully opened to ensure it is working as anticipated. Some instances of queuing and delay on the diverging slip roads have been observed at Kingswells South junction during some peak periods, and this is being monitored by Transport Scotland and ARL, particularly with regard to queuing on the slip roads.		**Operation and maintenance continues on the route with no major issues to report. There are still pockets of work ongoing, comprising of small scale works related to snagging/landscaping etc.**		↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	**Current Actions/ Progress**			**Future Actions/ Progress**		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
EC2a (contd)	Laurencekirk Flyover	Infrastructure Secretary Keith Brown announced £24M of funding on 28 Jan 2016 to take forward the design and construction of a grade separated junction on the A90 at Laurencekirk junction. Transport Scotland has appointed Amey to undertake route option assessment work and develop a preferred junction option, leading to the preparation of draft road Orders. Nestrans has shared previous work and will be part of the Partnership Group overseeing the project along with Transport Scotland, Aberdeenshire and Angus Councils.	S Gov has committed £24 million	Preferred option for a grade separated junction at the A90/A937 to south of Laurencekirk identified and was on public display at exhibitions in Laurencekirk on 20 July and 24 August 2018. Material from the exhibition can be viewed on the Transport Scotland website project pages.	**Preferred option being developed in greater detail and aim to publish draft orders in 2019. Aberdeenshire Council continuing to provide information to Amey as required.**	↑
	A96 Dualling	The Scottish Gov's Infrastructure and Investment Plan set out the aim to dual the A96 (T) between Aberdeen and Inverness by 2030. Project included within NPF3: Proposed Framework. Contract worth up to £50M awarded by Transport Scotland to Amey Arup Joint Venture for the route option assessment and detailed design work to dual the A96 between east of Huntly and Aberdeen.		Following ongoing design work and feedback from earlier consultations, a number of the options being considered for dualling the 26 mile stretch of the A96 between Huntly and Aberdeen have been dropped. Remaining options were displayed at public events in May 2019 and can be viewed on TS website.	**Transport Scotland aims to identify a preferred option by end of 2019 and further public exhibitions will be held when it is announced to enable feedback.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
EC4 - Connections by Sea						
EC4b: Improved access and facilities at ports and interchange with passenger ferries.	Scottish Ferry Services	The Minister for Transport has announced that a scheme to significantly reduce fares on Northern Isles ferry services will be rolled out in the first half of 2018. Road Equivalent Tariff (RET) will be introduced on the Pentland Firth routes, whilst a variant of the scheme will be brought in on the routes from Aberdeen to Kirkwall and Lerwick. The proposals will see foot passenger fares cut by an average of more than 40%, whilst car fares will be reduced by an average of more than 30%. This will bring fares into line with those on the Clyde and Hebrides network. In June 2018, the Minister announced that they would be unable to implement the RET cut in fares on the routes to and from Orkney without the risk of a legal challenge.		**The fifth round of the Ferries Accessibility Fund is now open to applications, with a view to helping make improvements to existing vessels and harbours that go beyond regulatory standards set for accessibility. Around £160,000 is available from the fund and bids can come from the public or private sector. Awards are made on a match funding basis.**	**The application pack and guidance is available on the Transport Scotland website and proposals should be submitted by 5pm on Friday 15 November 2019.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Aberdeen Harbour	AHB has received all the necessary consents in support of their expansion plans, namely from Transport Scotland, in the form of a Harbour Revision Order, from Marine Scotland, as Marine Licenses, and from Aberdeen City Council as Planning Permission in Principle. It is estimated that the development will generate an additional £1 billion per annum to the economy by 2035, and create an additional 7,000 equivalent jobs. Funding arrangements for the project incorporated commercial borrowing from the European Investment Bank, and funding from the Aberdeen City & Region Deal. Construction contract signed with Dragados UK on 20 Dec 2016 for the £350 million project that will include 1,400 metres of new quay, with a water depth of up to 10.5 metres and create an additional 125,000 square metres of lay-down area. Michelle Handforth officially took over role as new Chief Executive on 5 Feb 2018. Quay names are to be Dunnottar the 400m east quay, Crathes the 175m south quay, Balmoral the 300m west quay and Castlegate the 540m north quay.		**Aberdeen Harbour Board has announced a new construction schedule for the South Harbour Expansion Project, based on a phased completion in 2021. Technical challenges have been encountered in the dredging programme associated with the South Breakwater, with the exact impact of this and any forthcoming winter weather conditions having to the schedule currently unknown. Whilst the C Exec stated the delay was regrettable, she noted the excellent progress to date given the complexity of the project, with many elements ahead of schedule.**	**AHB will keep working with their contractors and stakeholders to successfully manage these situations as they arise to create a product of the highest quality, safety and durability.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
EC4d: Continue dialogue with the Scottish Government and Northern Isles ferry service operator to ensure continuing services from Aberdeen.	Northern Isles Ferry Services	Following a hearing at the Court of Session, Serco appointed as operator of the Northern Isles Ferry Services for a period of 6 years from 5 July 2012. An 18 month extension to the current Northern Isles Ferry Services contract has been agreed to allow further progress to be made with the ongoing review of procurement policy under the extended contract. Serco NorthLink Ferries will continue to operate the services until 31st October 2019. **On 21 October 2019 it was announced that the current contract to operate the Northern Isles Ferry Services network will be extended by three months following further engagement with the European Commission over the on-going complaints from Pentland Ferries. The extension will ensure continuity of service in the short term. It will also allow the process with the European Commission to be concluded before the award of the next contract. The Minister confirmed that Serco NorthLink Ferries remain the preferred bidder for the next contract to operate the Northern Isles Ferry Services network and this will have no impact on the Scottish Government's commitments around reduced cabin fares and the three year freeze on islander fares.**		**On 20 Sept 2019 it was confirmed that Serco NorthLink Ferries had been selected as the preferred bidder to operate the next contract, providing continuity and high-quality, affordable ferry services. Building on the 30% discount for passenger and vehicle fares already enjoyed by islanders, cabin fares on routes from Orkney and Shetland to/from Aberdeen will be reduced by 20% from Jan 2020, and a 3 year islander fares freeze introduced for passengers, non-commercial vehicles and cabins on those routes. The contract is to operate these services for a further eight years. During the standstill period before final contract award a challenge was submitted by Caledonian MacBrayne, who say their tender was cheaper. The decision on who won the bid was based 65% on price, and 35% on quality.**	**Details of the benefits will be published following contract award, but include the upgrade of ten cabins to premium class, upgraded terminal facilities at Hatston, earlier boarding at Aberdeen harbour and extended opening hours of NorthLink's customer services centre.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
EC5 - Connections by Air						
EC5a: Support expansion of direct destinations from Aberdeen and frequency of popular services.	New / improved routes	**Ryanair has announced following a review of its services that the direct Aberdeen to Malta service launched last year will terminate from the end of October 2019 and will not form part of the summer destinations offered in 2020. Other routes operated by Ryanair from the City to destinations such as Alicante, Malaga and Faro will however continue to run.**		**Eastern Airways is withdrawing from the Aberdeen-Norwich service from 28 October 2019, blaming a lack of passengers. Affected passengers have been given options with other airlines or handed refunds. The route will however continue to be operated by Loganair**		

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Sub Strategy 2: The internal connections strategy

® = MTS project

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
IC1 - Rail						
IC1b: Proposed new station at Kintore and further development of the rail system to be set out in the Rail Action Plan, including improvements to the accessibility of existing stations	Kintore Station ®	Included within GRIP3 report on Aberdeen - Inverness line improvements to be delivered by 2019. Bid submitted to Scottish Stations Fund and award of 60% of the project cost agreed. Nestrans and AC have committed to fund the remainder. Agreement from Transport Scotland that funding in CP5 control period can be carried onto CP6, due to the delays in implementation of the main A2I works. Land purchased. Designs and contract documents finalised for the junction and footway improvement of the U242C/Northern Road. Two passenger benches from the previous Kintore Station have been sourced and arrangements are in place to have these renovated and installed on the new platforms.	£2.681M in 2019/20 (with £2.087M delay draw down from 2018/19) Invoiced to date = **£28.1K**	Transport Scotland are acting as principle sponsor/ funder of the station with BAM Nuttal appointed as Contractor and being managed by Network Rail. **Construction works ongoing with Network Rail anticipated to complete their works by March 2020 then ScotRail obtaining access to do the peripheral work required from an operational perspective and an official opening of towards end May 2020. Funding Agreement still to be negotiated, but a letter being issued to Transport Scotland suggesting a payment plan of 70% 19/20, 20% 20/21 and 10% 21/22.**	**Discussions ongoing with Transport Scotland regarding funding share and profile of spend. Project costs have increased to £14.5m, compared to original £12.4m estimate due to inflation and increased material costs.**	↑
	Dyce Station	Nestrans commissioned a study in 2015 to consider options to increase parking at Dyce Station. Funding allocated for consultancy work to prepare a bid to the Scottish Stations Fund towards the construction costs of additional parking.	£20K Capital delay draw down from 2018/19	Nestrans in discussions with ScotRail and Aberdeen City Council and seeking to work in partnership to develop proposals for a car park extension.	**Due to lack of resources ACC unable to progress in 2019/20 and virement proposed.**	↔

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Insch Station	Bid to the Local Rail Development Fund for match funding of the Nestrans budget approved. Consultancy study commissioned to assess options for improving access at Insch station and Aecom appointed following competitive tender.	£21K Capital delay draw down from 2018/19 and £25K LRDF grant Invoiced to date = **£27K**	Initial option sifting and qualitative appraisal of shortlisted options completed**. Case for change being developed and public drop in event being held on 28 Oct from 2pm-7pm in the platform 2 waiting room to assist evidence base and view the potential options and seek feedback.**	**Feedback from stakeholders and public to be fed into appraisal.**	↑
	Local Rail Station Feasibility Study	Nestrans had allocated £80K Revenue in 2019/20 to undertake a feasibility study into new rail stations on the line south of Aberdeen. A bid was made to the Local Rail Dev Fund to cover the cost of this study and as has been noted above, the full requested funding has been awarded, although it will be provided in stages subject to approval that justification to progress the study to the next stage is evidenced.	£80K Revenue 19/20 and further £80K LRDF grant	**Nestrans and Council staff of both authorities preparing a study brief for tendering in partnership with TS rail directorate staff. Brief to be tendered on Public Contracts Scotland website via the Scotland Excel framework.**	**Potential that full Nestrans 19/20 budget will not be required and if so following tender process a virement will be proposed to future Board.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC2 - Road Improvements						
IC2a: Strategic Roads Capacity improvements – tackling constraints at A90 Ellon - Peterhead, dualling of the A96 (as identified in the IIP), Haudagain junction, Access to Aberdeen from the south, and at other junctions serving Aberdeenshire towns.	Haudagain Study	Stag2 Report finalised June 08 and Board agreed option 5 as optimum solution and referred the report to ACC, who also agreed this. Transport Scotland awarded Jacobs £3M design contract to confirm the preferred design and undertake the design, surveys and statutory processes to allow this scheme to be constructed once the AWPR is in place. Made Orders for the scheme were published on 17 Feb 2017. Transport Scotland advertised a contract notice on 23 June 2017, calling on the construction industry to bid for the Haudagain Improvement Project, which involves the construction of approx 500m new dual carriageway connecting the A90 North Anderson Dr to A96 Auchmill Rd.		Transport Scotland announced on 11 January 2019 that Farrans Construction have been awarded the construction contract to deliver the A90/A96 Haudagain Improvement. **The single lane closure (wbd) on Auchmill Road remained in place until 14 October 2019 to allow other necessary utility works to be brought forward. The public were thanked for their patience and co-operation as the traffic management continued to complete the necessary utility diversions.**	**Work is underway with the road expected to open in March 2021 subject to weather conditions.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
IC2a (contd)	Traffic Signal Monitoring and Control Upgrade	Replacement of the Remote Monitoring System (RMS) that only allows for dial-up monitoring activities . Upgrading all the remaining sites on this architecture,124 units in Aberdeen and 31 in Aberdeenshire, would allow for improved monitoring and fault finding to be carried out and give the ability to carry out alterations to the operation of the traffic signals in a more proactive manner. In additional it would provide the potential for corridors not currently operating under SCOOT/UTC control to be brought under control to improve public transport operations and facilities for pedestrians and cyclists. Propose to split project over 2 years and current budget allows upgrade of almost 50% of sites.	£345.9K Capital in 2019/20 (including £70.9K delay in draw down from 18/19)	Delay in draw down approved in Feb to complete works not invoiced by 31 March. Contract awarded to Siemens and installation of equipment started on 10 Feb. By end March 79 of 99 outstation transmission units and 46 of 91 communications equipment had been installed with 73 of 99 traffic signal configurations being updated. Completion of phase 1 delayed due to extra Input/Output boards being required. Contract for phase 2 awarded to Siemens.	**Third party equipment all procured and installation of began wk beg 2 Sept 2019 and is continuing at acceptable pace, although now 2 months behind original schedule. Due to be complete in Dec.**	↑
	Digital Communications Migration	Completion of the final stage of the UTC communication upgrades to allow the removal of the obsolete Tele12 module from Woodhill House. This will align all UTC and SCOOT operated signals to current communication provision and enable them to be fit for future technologies.	£14.8K delay in draw down to 2019/20 agreed Invoiced to date = £14K	Contract awarded to Siemens and installation of equipment started on 10 Feb. Fifteen traffic signal configurations being updated. All equipment now installed and tested.	**Invoices received by ACC and being processed before recharge to Nestrans.**	↑

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Strategy Strand RTS actions	**Current Actions/ Progress**			**Future Actions/ Progress**		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC2b: Strategic Roads Safety improvements – alignment and junction improvements on A90 south including at Laurencekirk. Overtaking, junction and alignment improvements on A90 north and A96. Route Action on A92, A93, A944, A947	A947 Route Action	Further budget approved for 2017/18 to continue delivery of road safety improvements. Aecom commissioned in 2016/17 to look at opportunities such as overtaking lanes and junction improvements and develop a series of statements from the Action Plan. Night time audit of any missing road studs and average speed camera case studies undertaken and will help determine programme for 2017/18. Delivery of Action Plan to be progressed and business cases developed for individual schemes along the corridor.	£134.7K Capital in 19/20 due to delay draw down from 2018/19)	Banff Bridge Feasibility Study to consider active travel bridge options has been tendered. **Aecom commissioned at an estimated cost of £70K and inception meeting held. Remaining budget to be spent on modelling works north of Oldmeldrum to determine whether climbing lanes are required / beneficial.**		↑
	Reflective Road Studs	A944 / B993 to A97	£26.6K delay draw down from 2018/19	**Scheme still requires to go to tender, but fully anticipate these works being carried out due to safety issues identified.**	**Anticipate Tender being issued November and works progressing into the new calendar year.**	↑
		A97 / A944 to Formartine	£21.8K delay draw down proposed from 2018/19			
	Motorcycle Initiatives	Contribution to the implementation of Interactive Warning Signs on A93 & A939 (NE250 Route) to alert motor cyclists of hazards if travelling too fast.	**£75.5K Capital in 2019/20**	**Anticipated spend of £80K would allow for £35,000 to be allocated against static road signs and upgrade to lining and markings, with £45K allowing for the installation of interactive signage.**	**Small virement proposed in separate budget report to meet anticipated cost.**	↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
IC2b (contd)	A947 Road Safety Improvements - Minor Improvements	Remedial Works highlighted following the i-Rap study carried out on the A947 during December 2018. Funding would allow for smaller intervention works to be carried out	£61.3K Capital in 2019/20	Formartine Roads approached to undertake works on A947 including renewal of, and additional marker posts to standardise use on A947 northern stretch of A947 (Fyvie to Turriff). **Works progressing with identified schemes.**	Awaiting quotes back for further works on marker posts on A947 and also on enhancing signage and lining at Kinmundy Crossroads.	↑
IC2d: Prioritised maintenance for strategic routes, with particular benefits for public transport and sustainable modes.	Union Street	Bus lane resurfacing	£49K Capital in 19/20	**Work has been tendered and lowest bid was £74K as area has increased.**	**Virement proposed in separate budget report**	↑
	AWPR Signage in Aberdeenshire	Developing signing strategy and preliminary design of strategic signage. Full list of signs requiring amendment or replacement being drawn up, but not expected to be as extensive as anticipated as signage at main junctions included within the AWPR contract.	£11.5K delay in draw down from 18/19	**Works in progress and being undertaken by Aberdeenshire Signshop**	**Anticipate full spend against Nestrans budget.**	↑

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Strategy Strand RTS actions	**Current Actions/ Progress**			**Future Actions/ Progress**		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC2e: Support Local Authorities in bringing forward LTS projects that contribute to strategic objectives	Roads Hierarchy Review	Report on roads hierarchy proposals prepared to ACC Full Council on 11 May 2016. It suggested principles to manage the transport network to distribute traffic across the City and to/around the centre to maximise use of the AWPR, direct traffic to most appropriate routes and enable good access to the City Centre with appropriate priority for active and sustainable modes to meet the need to reduce city centre traffic levels to enable the transportation and public realm objectives of the City Centre Masterplan to be delivered. Council resolved to approve the proposed principles for the future distribution and management of traffic across the city, following the opening of the Aberdeen Western Peripheral Route; and instructed officers to engage with stakeholders on the proposed framework and intended hierarchy including an online consultation. Consultation results reported to CHI Cttee in August 2017 who agreed the central Roads Hierarchy Principles set out within the report and instructed the development of the detailed roads hierarchy.	£86.7K Capital in 2019/20 (includes 9.8K delay in draw down from 2018/19) Invoiced to date = **£18.2K**	Consultancy work to develop options for a roads hierarchy to make best use of the AWPR and facilitate implementation of the City Centre Masterplan complete and study published on Nestrans website. **The documentation required by Transport Scotland to consider reclassifications is nearing completion and discussions with Transport Scotland are due to commence in October. Officers are continuing to work with the traffic signals team to identify whether any signalised junction improvements in support of the revised hierarchy can be taken forward this financial year.**	**The consultancy brief for the A944/B9119 corridor study has been finalised and issued on Public Contract Scotland via the Scotland Excel framework on 10 Oct with tender returns due on Friday 8 Nov 2019.**	↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC2e (contd)	City Region Deal (CRD)	CRD funding used to meet costs of upgrade to strategic Aberdeen Sub Area Model (ASAM) to 2014 base year commissioned by Nestrans to ensure it provides a suitably robust basis for transport and land use appraisal. Transport Scotland managing requests for access to ASAM14 through Latis framework with Nestrans being contacted to grant formal approval. The ASAM 2014 base model and forecast models for 2017,2022, 2027, 2032 and 2037 completed. Revised draft Model Development Report and Audit prepared and being finalised	Costs for ASAM update to 2019 base year following opening of AWPR to be met via CRD	Nestrans in partnership with TS, AC, ACC and SDPA appointed Systra in July following competitive tender to update ASAM to a 2019 base year with 2022, 2027, 2032, 2037 and 2042 forecast years. This will involve a significant data collection exercise to update and calibrate the base model to 2019 and to reflect the change in traffic patterns as a result of the AWPR. **PBA appointed as auditor through Transport Scotland's Latis framework. Traffic and P&R surveys completed in early Oct.**	**Requests issued for any further available transport data info to NHSG, RGU and Abdn Uni. Programme for rail and bus occupancy and interviews being finalised. Weekly telecon taking place and meeting on 31 Oct to discuss model development progress, the inception report and scope of audit.**	↑

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Strategy Strand RTS actions	**Current Actions/ Progress**			**Future Actions/ Progress**		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Strategic Transport Appraisal	Strategic Transport Appraisal agreed as part of the City Region Deal. Transport Scotland arranged procurement and Jacobs appointed to undertake appraisal.	Costs of option appraisal to be met through the City Region Deal	Jacobs were appointed to develop the options generation and sifting stage. Outcomes reported to Nestrans on 29 Aug and published on the website. **Brief developed and tendered to undertake an initial appraisal of the long list of options identified.**	**Tenders returned on 15 Oct. Four submissions received and appraised. PBA appointed and inception meeting to be held on 30 Oct.**	↑
	Development Plans	STF Supplementary Guidance was adopted by the Strategic Development Planning Authority (SDPA) on 25 June and ratified by both Councils before coming into force on 28 Aug 2015. STF payments to date given in budget matters report. Decision of the Court in respect of the challenge by Elsick Development Co Ltd was published on 29 April 2016. The Court upheld the appeal and quashed the Supplementary Guidance. SDPA granted leave to appeal to the Supreme Court. Hearing held on 13 June 2017. Judgement announced 25 Oct and subject of separate STF report.	£23.6K delay in draw down to 19/20 Invoiced to date = **£7.42K**	Further cumulative transport appraisal works in support of LDP MIR allocations completed and supplementary draft CTA report with option testing based on LDP allocations reported to Board in June 2019 and now published on Nestrans website.	**Remaining budget proposed for virement in separate budget matters report.**	↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC3 - Bus Improvements						
IC3b: 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.	Locking in the AWPR benefits - Wellington Road Multi-Modal Corridor Study	Appraisal and development of improvements that can be made to 'lock in" the benefits for bus routes and active travel due to traffic reductions predicted as a result of AWPR. This will include consideration of road hierarchy proposals post AWPR and information given on this separately at IC2e above. Aecom commissioned to undertake STAG part 1 study for Wellington Road corridor.	£88.9K in 19/20 (includes 3.9K delay draw down from 18/19 Invoiced to date = **£12K**	STAG part 1 assessment finalised and has been published on ACC website. Aecom appointed to undertake STAG part 2 following competitive tender. Inception report received. Traffic surveys undertaken in June to upgrade model with post AWPR opening traffic flows for quantitative analysis. Paramics Discovery micro simulation model being developed and will also cover the area required for the transport links to Aberdeen South Harbour Stag part 2 study.	**Problems with camera used for surveys on Hareness Road in May meant this survey repeated in Sept. Work ongoing with model development and calibration/ validation. Option appraisal to commence thereafter.**	↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
IC3b (contd)	New e-scheduling system	Replacement system that will provide better routing information and have reduced maintenance costs in future	£158K in 19/20	**Following the re-tendering exercise, Data Images Software Solutions Ltd have been identified as the preferred supplier. This projects oversees the replacement of the Education aspect of E-Scheduling. The capital costs, covering the licence, implementation and training using this software are £61,000 and a virement of remaining budget is proposed in separate budget report.**	**Support and Hosting costs associated with the new software will be met from Abdnshire Council's revenue budget.**	↑
IC3c: Explore the options for rapid transit in the longer term through the Bus Action Plan.	Aberdeen Cross City Transport Connections	Feasibility study to investigate ways to maximise connectivity between new developments in the Aberdeen Local Development Plan. Contract awarded to Sias, Peter Brett Associates and Energising Environments. The Pre-Appraisal report has been finalised and published on the ACC website. STAG part 1 appraisal reported to ACC CHI Committee in May and approved.	£40K in 19/20 Invoiced to date = £2K	The final STAG Part 2 report is complete and was reported to the ACC CG&R Committee in June. Budget approved for 19/20 to progress priority elements from the study. **Costs to date associated with development of brief to develop active travel schemes identified through the STAG study, however as not being progressed this financial year a virement is proposed in separate budget report.**	**This project has been put on hold due to ACC staff resource requirements on a higher priority project. It is anticipated that the project will resume during 2020/21.**	↔

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC3d: Expand Park and Ride provision linked to the development of the AWPR and explore the potential for mini-hubs that can be served by existing bus provision	A90 Schoolhill P&R ®	Additional design works done to include 25 space lorry park. Planning application submitted and to be considered by Committee. One representation received. Further funding approved in 2013/14 for ground investigation and development of design for alternative site. Aberdeenshire Estates in negotiations with regards to land. Land owner now willing to sell the original piece of land identified for the site. Planning application for alternative site submitted in Jan 2014 for formation of Park &Ride with approx. 1000 car parking spaces, cycle parking and lorry parking), associated vehicular access, 50 seat waiting facility building and associated infrastructure to include lighting, drainage and landscaping.		Letter has been sent to the new Cabinet Secretary for Transport, Infrastructure and Connectivity to seek a contribution to strategic Park & Ride in the North East, towards the scheme at Portlethen given the inclusion of the A90 (S) and A96 sites in the STPR and the significant funding towards this to date from local authority budgets.	**Discussed during an officer meeting and further information is to be prepared and forwarded.**	↑
	Ellon P&R	Phase 1, which includes extension to existing car park, resiting of recycle centre and new directional signs completed. Ongoing problems with land ownership and acquisition has been referred to Transport Scotland. Funding approved for phase 2 - additional external waiting facilities and upgrade to turning circle to accommodate 15m vehicles. Aecom commissioned to progress scheme to tender.	£232.2K delay draw down to 2019/20 Invoiced to date = **£33.6K**	Land Clearance works complete. Delays incurred due to requirement for a water mains survey and finding that it goes across the cleared site. **Discussions ongoing with Aecom and Aberdeenshire Council Projects Design Team to complete the specification for the tender process.**	**It isn't expected that construction will commence until Spring 2020, therefore virement proposed in separate budget report.**	↑
	A93 Crathes Mini-hub	Contribution towards the creation of a Mini Interchange Hub which would include for a designated car park, improved bus stop facilities and pedestrian crossing facilities	£58.9K delay draw down to 19/20 Invoiced to date= **£0.5K**	**Land negotiation has been concluded and awaiting for this to be signed off to allow transfer of monies. Further design work anticipated due to changes identified during the land negotiations.**	**Only anticipate a spend of £10K in 19/20 and virement proposed in separate budget report.**	↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC3d (contd)	Oldmeldrum Interchange Hub	Contribution towards the development of a Mini Interchange Hub at Oldmeldrum to complement the existing services operated by Stagecoach and Bain Coaches and enhance the long term viability of these commercial services. The scheme includes the creation of a car park, footways, and lighting to enhance alternative modes of transport and encourage people out of their vehicles to reduce the carbon footprint. Aecom appointed to progress detailed design.	£207.3K in 19/20 (incl £67.9K delay in draw down amount from 18/19) Invoiced to date = **£10K**	**Planning for the Hub has been approved in principle, but is linked with the planning application of a new housing development which is pending. Design works are continuing to be undertaken by Aecom following a requirement for the car park and drainage layout to be revised. AC has submitted a bid for funding in 20/21 to the Energy Saving Trust's Low Carbon Travel and Transport Challenge Fund.**	**Unlikely that construction will commence during 2019/2020, hence reduced spend anticipated and virement proposed in separate report.**	↑
	P&R operation	Brief developed with LABOF partners to gain a better understanding of current usage and any barriers to using Park & Ride in the North East and develop an action plan to increase patronage and inform a range of marketing and promotion principles. Aecom appointed and market research undertaken with surveys held at P&R sites and in the city centre and interviews held with focus groups. Study outcomes reported to Board in Sept and published on website	Research being funded through part of Nestrans Civitas Portis allocation	**Action Plan to be developed to improve P&R services, facilities, information and promotion. A new Park and Ride website www.getaboutbyparkandride.org.uk has been produced and was launched via the Getabout brand on 23 October. It covers Bridge of Don, Craibstone, Ellon, Kingswells and Newtonhill.**	**The website provides users with info on the facilities at each site, opening times, fares, how to purchase tickets, journey planner and links to live departures.**	↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC3e: Improve information provision including expanded real-time information systems across Aberdeen City and Shire.	Aberdeen City and Shire Bus Stop Information Initiatives	In accordance with Council's Bus Information Strategy documents - replace and/or provide bus timetable display cases at bus stops within Aberdeen City and Shire to ensure minimum standards and content can be provided, is DDA compliant and allows for future standardised region wide improvements to timetabling information. Further funding approved for 2016/17 to continue initiative.	£10K Capital in 2019/20 Invoiced to date = **£3.9K**	This is a reactive programme resulting from bus stop changes and remedial works identified by inspections throughout the year.	**Works ongoing as required.**	↑
	Festive Travel Campaign	Details will be updated on Getabout.org.uk website	Costs being met from approved Travel Planning and bus action plan budgets	**Festive promotion of Park & Ride, bus, and train routes, timetables and general travel information has been booked and includes radio, bus exterior back and side and onboard advertising, digital adverts, bus shelters and billboards**	**Adverts to start in early Nov and further details in info bulletin.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC5 - Transport interchange						
IC5a: Maximising interchange potential of the bus and rail station developments, the links between Union Square and Union Street, facilities for pedestrians, cyclists and taxis and support enhancement of other interchange points in Aberdeen.	Union Terrace Gardens / Denburn Valley Proposals - City Centre Masterplan	Aberdeen City Council announced on 12 Sept 2016 that LDA Design has been chosen to draw up detailed design proposals for Union Terrace Gardens. The proposals will be taken forward through the City Centre Masterplan and include new access from Union Street and Union Terrace at the existing Burns Monument. The central lawn space to be retained and there would be a new café pavilion opposite His Majesty's Theatre. Easier and more inviting access with new raised walks allowing longer views and a gradual descent and new disabled parking and lifts into the lower areas of the gardens are also proposed.		Detailed planning application submitted in April 2017. Refinements made by LDA to allow for any future development of the adjacent railway include realigning the UTG/Union Bridge walkway and modifying the position and appearance of the proposed Union Street/Union Terrace building. ACC approved the planning application on 28 March 2018. Balfour Beattie appointed to undertake £25.7M works. Nestrans has claimed £133.7K contribution towards the design and development costs via the 18/19 RTP Active Travel Grant.	**Contractor started on site on Mon 9 Sept. A number of footways around the site have been closed due to the protective hoardings required during the work. The slip road between Rosemount Viaduct and Union Terr is being permanently closed off. Work to be complete summer 2021.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
IC5c: Work with operators to develop integrated ticketing across services and operators in the north east.	Integrated Ticketing	The integrated ticketing strategy (including smartcard possibilities) as approved by Nestrans Board on 18 April was approved by both Councils and is available to download from Nestrans website. Launch of new multi operator ticket scheme - Grasshopper took place on 8 May 2014. Full details on prices and coverage on grasshopperpass.com website. Grasshopper pass coverage extended to allow travel on multi-operator services over a wider area in 2015. From 22 Aug 2016 the Grasshopper ticket can be stored on a smartcard, making it Scotland's first means of smart multi-operator travel.	Costs being met from approved Bus Action Plan budget	Nestrans has again agreed to contribute in 2019/20 along with both Councils, Stagecoach and First Aberdeen to a marketing campaign to advertise the GrassHOPPER smartcard. **The Transport Bill was passed on 10 October 2019 and will become law. It includes mention of "smart-ticketing" across bus, rail, ferry, subway and tram networks, with a "national technological standard" that such schemes would have to live up to.**	**Grasshopper promotional activities ongoing.**	↑
IC6 - Walking and Cycling						
IC6b: Urban realm improvements to improve the pedestrian environment, including pedestrianisation schemes in the City Centre.	Schoolhill public realm	Contribution to phase 1 of public realm improvement to provide an enlarged entrance plaza to the War Memorial and Art Gallery with new footways. Nestrans funded a £76.9K contribution in 2018/19 and claimed a further £166K contribution towards the phase 1 construction costs via the 2018/19 RTP Active Travel Grant.		**Phase 1 works complete and stage 2 design to be progressed. The phase 1 public realm works have created level access to the Art Gallery from Schoolhill, a new accessible plaza, a wider footway and an improved setting to Aberdeen's War Memorial.**	**Further Nestrans contribution in 2019/20 to Phase 1 works proposed in separate budget matters report.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	**Current Actions/ Progress**			**Future Actions/ Progress**		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Maconochie Road, Fraserburgh	50% Contribution towards the construction of a Shared Use Footway/Cycleway between Fraserburgh Community & Sports Centre to Seaforth Street	£100K Capital in 2019/20	Design works completed and contract documents ready in preparation for tender. **Match funding bid to Sustrans unsuccessful and further Nestrans funding proposed in separate report to allow project to be completed this financial year.**	**Contract to be tendered should full funding be approved by Nestrans, although further attempt will be made to seek a contribution from Sustrans.**	↑
	A98 Shore Street, Macduff Phase 2	Footway Reconstruction	£29.7K Capital in 2019/20	**Works on schedule to be included within the programme for Aberdeenshire In House resources in Autumn 2019**		↑
	A944 Aberdeen Road, Alford	Footway Reconstruction	£40K Capital in 2019/20	**Budget no longer required as project not going to be delivered in 2019/20 due to resourcing issues.**	**Virement proposed in separate budget report**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Craigshaw Dr cycle route	Project reduced to feasibility and design only and delay draw down of budget to 2017/18 agreed, with match funding from Sustrans confirmed. Public engagement on Citizens Space completed on 12 Dec 2018 and feedback analysed.	£500K in 19/20 Invoiced to date = **£3K**	Traffic Regulation and re-designation Orders have gained committee approval. **The Redetermination order for the shared use footway is still under review by the Scottish Ministers. A further meeting was undertaken with Sustrans to clarify the detailed design elements and awaiting a formal acceptance from Sustrans that the details are in line with the PFE funding guidance.**	There is a risk that Sustrans may not approve the full £500k match funding application or that date of confirming funding will have an impact on the programme and construction start dates for 2019/20	↔
	Wellheads Cycle Link design	Detailed Design and Contract document preparation for an extension of the existing Welheads Drive shared use path to the north, by-passing the roundabout, to connect with Farburn Terrace, the extension will reduce conflict at the roundabout and improve safety and directness for cyclists. Also included will be the design of a cut-through at the Market Street closure to create a safe and coherent cycle connection with the Welheads shared use cycle route. Bid to Sustrans Community Links to seek match funding of Nestrans contribution was approved and available budget now £60K.	£38.64 in 2019/20 (including 8.64K delay in draw down from 18/19) Invoiced to date = **£11.7K**	**Drawing for the land aquisition and construction work access areas are being prepared. Heads of Terms are being prepared by ACC Estates for land acquisition. The Detailed Design is ongoing. Still awaiting confirmation of Sustrans 2019/20 grant as unconditional funding has not been awarded.**	Nestrans funding being used to progress detailed design, but risk that full match funding for design and any subsequent construction may not be awarded via Sustrans.	↔

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	**Current Actions/ Progress**			**Future Actions/ Progress**		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Junction Alterations to Lock in the Benefits (LiB) of AWPR	Detailed design of options for alterations to Broomhill Road - Anderson Drive and Westburn/Lang Stracht - Anderson Drive with a focus on improvements for Active travel. Land around Woodhill House has provisionally been confirmed to be within ownership of ACC with no restrictions.	£49.5K in 19/20 (including 19.5K delay in draw down from 18/19)	**Jacobs are progressing with detailed design.** ACC recently met with Sustrans in Edinburgh to discuss the grant application decision not to provide funding towards the detailed design of the scheme, which they consider not ambitious for cyclist benefit and as a result they stated a new application should be submitted for re-designing the scheme in line with the current version of Sustrans Places for Everyone design guidance.	Nestrans funding being used to progress detailed design, but significant risk that full match funding for design and any subsequent construction may not be awarded via Sustrans.	↔
	Toucan at Murcar - design	Design of a toucan crossing and preparatory work for introduction of this facility to the south of the Murcar roundabout to connect the cycle facilities on Ellon Road between the Parkway and the Murcar roundabout with those being considered from the roundabout northwards to the Blackdog area.	£15K in 2019/20	**It has been confirmed that project design will be funded 100% via Sustrans. Alternative proposals for Nestrans funding in separate budget matters report.**		↑
	RTP Active Travel Grant	2018/19 grant claimed at end June 2019 towards F&B Way generic design of replacement bridges, A944 active travel path feasibility work and as contributions towards Schoolhill public realm improvements and Union Terrace Gardens design and development.	**£220K grant award offered in 2019/20**	**Grant award of £220K for 2019/20 offered although further information to be provided with grant acceptance. Grant to be used to continue F&B Way bridge replacement work and A944 path feasibility and design.**	**Nestrans to complete grant acceptance and confirm period of award.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IC7 - Airport Surface Connections						
IC7c: Support high quality transport links to the airport using innovative and technological advances where appropriate.	Fixed Link Airport to City Centre	Stagecoach Jet branded service provides a direct public transport link operating seven-days-a-week and from 8 July 2019 service extended to operate every hour from 10.30pm until 3.30am to give a 24hr service and the peak daytime frequency of every 10 minutes will remain the same. The service also connects with the bus and rail station at Union Square, offering further integrated onward travel and there is one bus every morning that is timetabled to go to the ferry terminal. Stagecoach launched 8 new Alexander Dennis Enviro 400 double decker buses for the JET 727 service. The vehicles started 6 May 2016		The new X27 First Aberdeen service was introduced on 30 June. It starts in the city centre at Guild Street and serves TECA, Dyce Railway Station and the Heliport and operates every 15mins between approx 8am and 7pm. **From 27 Oct the service will be reduced to a 20 min frequency.**	**When leaving Dyce Railway Station the X27 will now service the Heliports / Kirkhill Industrial Estate first before continuing to P&J Live and the city centre.**	↑
IC8 - Port Surface Connections						
IC8a: Support measures to improve access to port facilities.	Transport links to new harbour at Bay of Nigg.	Stag Part 1 assessment of transport links to new harbour commissioned by ACC and PBA consultants appointed. Appraisal and delivery of any approved outcomes to be funded through £25M allocation within City Region Deal. Combined pre-appraisal and part 1 Stag report completed.		PBA - Stantec appointed for STAG part 2 and study being progressed. Traffic surveys took place in June to upgrade Paramics microsimulation model with post AWPR opening traffic flows for quantitative analysis.	**Model upgrade being undertaken for Wellington Rd study and will also be used by PBA. Design feasibility of options being progressed.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
IC9 - Freight						
IC9b: Investigate potential for measures to provide more reliable journey times for HGVs and identify a trial route for implementation of priority measures.	Freight Action Plan	Finalised Freight Action Plan and Freight Forum meetings can be viewed on Nestrans website. HGV route maps for Aberdeen City and Aberdeenshire areas on Nestrans, Grampian Police and Council websites. Updated freight action plan developed in association with GreCor and launched at Freight Forum meeting on 23 June 2014.		Civitas project (see EC4b) contains a work package with projects relating to Freight. Freight advisor appointed. Regular meetings held with freight advisor and implementation group and works progressing. A distribution strategy has been developed and published on the Nestrans website **Freight routeing and preferred options for HGVs continuing to be investigated and consideration given to map format for publishing this.**	**Investigating a last mile logistics plan. Looking to develop a freight app and a Regional Electric vehicle strategy is also being considered**	↑

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Sub Strategy 3: The Strategic Policy Framework

® = MTS project

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
TRAVEL BEHAVIOUR						
TB1 - Promoting Travel Planning and Travel Awareness						
TB1a: Implementation and future development of Nestrans' Travel Planning Strategy.	Travel Planning support	Continuing to provide assistance to companies to develop travel plans. Travel Know How website launched on 22 September 2016 to help organisations create travel plans. Promotional leaflets and business cards have been produced on behalf of Transport Scotland and Nestrans have started to distribute these. **ACC has agreed an extra electric co-wheels vehicle for installation in North Dee area along with around 20 dropped kerbs in locations that need them to help improve walking.**		**Sweco, transport consultants continuing to work on the Civitas Portis project on Travel Planning in the North Dee, Tullos and Altens business parks in Aberdeen. A travel planning leaflet for the area has been produced and will be printed and distributed.**	**Tender for Dyce Travel Planning has been awarded to Atkins and inception meeting held. Additional Nestrans budget towards this consultancy work proposed in separate report.**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Travel Planning strategy & Action Plan	Various travel planning related packages to be commissioned via Civitas Portis work.	£71.76K in 2019/20 (includes £11.76K delay in draw down from 18/19) Invoiced to date = **£18.3K**	**A refresh of the Regional Travel Planning Strategy is to be undertaken as part of the Regional Transport Strategy refresh and Civitas Portis. This will consider lessons learnt via above Civitas Portis Travel Planning projects and provide guidance as to travel planning development with linkage to relevant information on Council websites.**	**Bid submitted to the ScotRail Station Travel Plan funding for Stonehaven in partnership with AC staff to improve wayfinding signage from the town centre to the station.**	↑
TB1b: Continue to provide support through the Sustainable Travel Grants Scheme	Sustainable travel grant scheme (STGS)	Combined budget approved to continue to provide sustainable travel and cycle parking grant schemes in 2019/20 . Details on grant criteria and guidance can be viewed on the Nestrans website. Huntly Dev Trust has been awarded a grant of up to £3.65K towards the cost of 4 e-bikes, a kids trailer, cycle helmets and locks.	£22.7K in 19/20 (incl £2.7K delay in draw down from 18/19)	**Application received from Mearns Minibus Link for £10K towards the purchase of a community minibus. The STGS award panel did not feel the project was aligned with the criteria for a grant, which is aimed at travel planning and mode shift towards sustainable travel.**	**Nestrans to again review the concept of a grant scheme for Community Transport (including under the auspices of HTAP - Access to Health & Social care).**	↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
TB1c: Encourage increased up-take of car-sharing and car club schemes	Co-wheels Car Club	Car club launched in Aberdeen City on 2 April 2012. Wheelchair Adapted Vehicle launched 16 July 2013. The Accord Smartcard can now be used for Co-wheels membership. Following tendering process by ACC, Co-wheels contract to start 1 April 2017 for a period of 3 years, with the option to extend for up to 2 further years. Two hydrogen fuel cell Toyota Mirai cars joined the co-wheels fleet from 1 April 2019.		**ACC has agreed an extra electric co-wheels vehicle for installation in north Dee area.**		↑
TB1d: Continue to promote and strengthen the Getabout brand.	Getabout	Aberdeenshire Council used Smarter Choices Smarter Places funding to commission upgrade to getabout website. New website www.getabout.org.uk live and redirection from old site in place. Getabout continuing to be promoted as the Sustainable Transport Brand at events.	Costs met from Travel Planning budget	**In Town Without My Car Day results published and summary given in info bulletin. Getabout partnership celebrating 10th (tin) anniversary this year and have produced money tin can promotional items, encouraging people to save money in the tins from travelling actively and sustainably. New Getabout TV advert is now showing.**	**Festive campaign starting 4 Nov along with promotion of new P&R website and pedestrian safety "be bright, be seen" campaign.**	↑
TB2 - Promoting Active Travel						
TB2a: Develop an Active Travel Action Plan with the aim of encouraging more people to walk and cycle more often.	Advertising	Radio advert booking contract on Original 106fm has been extended to Mar 2020.	Costs met from Travel Planning budget	**New Radio adverts are being created to promote our pedestrian safety campaign, the festive park and ride and public transport campaign and the new Park & Ride website.**		↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
	Places for Everyone	S Gov provides funding to Sustrans that is open to bids from Local Authorities for infrastructure projects to promote cycling and walking. The Community Links Programme is now called Places for Everyone.		Councils have received indication of the outcome of some of the first round of bids to the Sustrans PfE funding in 2019/20. Still awaiting some formal grant offers and have been seeking feedback on any unsuccessful bids or those with conditions. **List of PfE awards given in info bulletin.**	**There is a risk to some of the projects being part funded by Nestrans in 19/20 and further information being sought by Councils.**	↑
	Cycling Development Officer	Nestrans appointed an officer to help take forward bids, act as a liaison between north east authorities and national bodies and to help design and promote cycling routes across the region. Sustrans willing to match fund the post costs and up to further £50K project costs by Nestrans with £100,000 per year capital for strategic routes in the NE.		Budget approved for 2019/20 and will attract a grant of up to £100K from Sustrans. **Brief being finalised to re-tender for additional ped/cycle counters and further projects for delivery using any remaining 19/20 funding to be identified for consideration by Sustrans.**		↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
	Grampian Cycle Partnership	The Grampian Cycle Partnership is now a constituted group and has held several events and meetings across Aberdeen, Aberdeenshire and Moray. Lee Craigie the Active Travel Commissioner met with GCP on 26 March.		The GCP website has been launched http://www.grampian cyclepartnership.org. **The GCP team has developed a 250-mile perimeter road cycle route that can be tackled in two to three days (although an attempt has already been made at doing it in a day!) giving both coastal and mountain aspects and passing through the majestic countryside of the north east.**		↑
	Cycle Roadshow	Range of bikes purchased and delivered for use at local events to encourage cycling in schools, communities and organisations. Service Level Agreement for purchase, storage, transport and maintenance of full kit for event and hire rates in place.	Funding to be provided from Travel Planning budget and Councils SCSP awards	Accessible bike purchased via Nestrans Travel Planning and HTAP budgets and has been delivered. **Adventure Aberdeen staff being trained to enable usage of bike at events.**		↑
TB2b: Work with NHS Grampian and Community Planning Partnerships to deliver the Health and Transport Action Plan and achieve objectives for a healthier	Health & Transport Action Plan	HTAP works being progressed by HTAP support manager and sub groups. Further funding approved for 2018/19 to continue part funding of the HTAP Programme Support Manager, general HTAP actions and provision of the THInC service until end March 2019.	£43.7K in 2019/20 (incl £7K delay in draw down from 18/19) Invoiced to date = **£21K**	**HTAP progress given in part 4 of progress update.**		↑

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Strategy Strand RTS actions	Current Actions/ Progress Project/Action	 Progress	 Budget	Future Actions/ Progress To be done	 Target	 Status
TB3 - Improving Safety						
TB3a: Work with the Councils, Emergency Services and others to promote road safety as part of a comprehensive approach covering Education, Engineering, Enforcement and Encouragement measures.	Improve safety	£500K Road Safety Framework Fund launched on 23 Aug to support Scotland's Road Safety Framework to 2020. Applications for match funding to support road safety to be submitted by 9 November.	Costs being met from approved travel plan budget	**Due to the trend of increased pedestrian casualties in Aberdeen city centre during the hours of darkness in winter months, a pedestrian safety campaign is again being undertaken from Nov-Jan, which will be focused on adverts on digital bus shelters in the city centre to encourage drivers and pedestrians to be aware. There will also be a radio advert.**		↑
INCENTIVES AND ENFORCEMENT						
IE1 - Changing Choices through Incentives & Partnerships						
IE1a: Work with operators to identify possible fare incentives to encourage increased bus use, particularly where this enables access to employment or training	Bus Operators	**Stagecoach will be attending the Aberdeenshire Area Bus Forums being held between 31st October 2019 to 5th December 2019 in the evenings in each of the Council's administrative areas and full details of the venues and times can be viewed on the Council website.**		**First Aberdeen has introduced a series of network services and timetable changes from 27 October 2019. Full details of the revised timetables and routes can be viewed on the First Aberdeen website.**		↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	**Status**
IE1b: Through the Local Authorities/Bus Operators 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.	North East of Scotland Bus Alliance	The North East of Scotland Bus Alliance has been approved by both Councils and the operators and has been signed.	£30.1K in 19/20 Invoiced to date = £0.8K	**The Transport Bill was passed on 10 October 2019 and will become law. The new legislation will give local councils and RTPs more flexibility to improve services, either by working with bus companies or by stepping in and running services themselves. It includes new local franchising powers, and requirements on bus operators to provide more information to the public about routes, timetabling and fares**	**Update on Bus Action Plan given in separate report on agenda.**	↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
IE2 - Using Enforcement						
IE2a: Support enforcement of vehicle emission standards to improve air quality, in Aberdeen City Centre and towns across the north east.	Low Emission Zones	The Scottish Gov announced a commitment to introduce LEZs into Scotland's 4 largest cities by 2020 and launched a consultation on building Scotland's LEZs on 6 Sept. SEPA has constructed an emissions model for Aberdeen City Centre and this is available to ACC to assist with considerations for any LEZ development within Aberdeen. Traffic surveys undertaken in June 2019 to update the emissions model following the opening of the AWPR. An LEZ Project Group (including Nestrans) has been initiated and will oversee the development of Aberdeen's LEZ.		ACC awarded S Gov funding to appoint a consultant to assist in LEZ development and to upgrade the City Centre micro-simulation model. Systra appointed following tender. **Further surveys for model upgrade undertaken in early October and will also be used for ASAM update. A fund of £10.3M has been announced by S Gov for LEZ schemes in 2019/20 and ACC has gathered and submitted suggestions for noting interest.**	**Objectives being drafted and will be reported to ACC in Nov.**	↑
IE3 - Parking						
IE3b: Support enforcement of parking restrictions, particularly where these exist to support strategic traffic movements, bus / pedestrian priority and road safety.	National Policy	The Scottish Gov are seeking views on how to implement a clearer and more consistent approach to parking laws in Scotland ahead of the development of new policies having obtained the necessary powers in the Scotland Act.		**The Transport Bill was passed on 10 October 2019 and will become law. It includes the outlawing of pavement and double parking and gives all Scottish Councils the power to impose a workplace parking levy.**		↑

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Strategy Strand RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	**Progress**	**Budget**	**To be done**	**Target**	
CR1 - Carbon Reduction, Noise and Air Quality						
CR1a: Support measures which encourage uptake of alternative fuels for public transport, private and public sector vehicles, to build on the north east's role as an energy hub and work towards the decarbonisation of transport and improvements in air quality.	EV Charge points in Aberdeen-shire	AC bid for 70% through Low Carbon Challenge Fund to give £300K for EV charge point installation. Remaining 30% match funding proposed to be split between AC and Nestrans. Bid to Fund was unsuccessful and no grant awarded.	£45K Capital in 19/20 (delay in draw down from 18/19) Invoiced to date = £33.9K	EV charger at Westhill Library installed and operational. EV Charger at Banchory Community Centre has now been installed as part of the construction of the new facility and final invoice is awaited.	**Additional funding proposed in separate budget report towards an EV charger at the new Inverurie Community Campus.**	↑
E1 - Consultation and Engagement						
E1a: Take an active and inclusive approach to engagement and consultation with communities, relevant sectors of the community and interest groups and stakeholders.	Consultation and Engagement	**ACC held a public consultation event at Lidl in King Street from 2pm to 7pm on Thurs 17 October and have an on-line survey that is available until 10am on 30 October to seek views and identify improvements for walking and cycling connections between the Bridge of Don and the City Centre.**		**Public drop in event being held on 28 Oct from 2pm-7pm in the platform 2 waiting room at Insch Rail Station to assist preparation of an evidence base for the case for change and allow the public to view potential options and seek their feedback.**		↑

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Health and Transport Action Plan						
HTAP Sub Group	**Project/Actions**	**Progress**	**Budget**	**Future Actions/ Progress**	**Target**	**Status**
HTAP General						
	Quarterly meetings	All meetings for 2019 are scheduled.				↑
	HTAP Steering Group	All meetings for 2019 are scheduled.		**The Programme Manager is preparing a draft Annual Report. On the 29th of November the HTAP Steering Group and both Sub-Groups will meet for the Annual Networking and Review.**		↑
	HTAP Programme Manager	**The Programme Manager post jointly funded by Nestrans and NHS Grampian has received a letter of support addressed to the Steering Group, highlighting that Sustrans, as an organisation support the Grampian Health and Transport Action Plan and note their wish to learn from the experience in the North East.**		**The Programme Manager continues to support the partner organisations, connecting professionals and stakeholders, preparing communication materials, circulating consultations across health and transport, delivering events, including the Food for Thought lunches and the HTAP Neatebox Event on the 27th of November. Neatebox is an app which assists people with disabilities and enables two way communication between the traveller and the destination. The Programme Manager is currently seeking speakers for the Annual Networking and Review Event. In particular, around the subjects of culture, change and partnership working across sectors.**		↑

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HTAP Sub Group	Project/Actions	Progress	Budget	Future Actions/ Progress	Target	Status
Transport and Public Health						
	National Transport Strategy and Regional Transport Strategy Consultations	**The Programme Manager has sought to engage as wide as possible engagement with the process of consultation around the NTS2 and the Regional Transport Strategy.**		**The Programme Manager is submitting a response to the NTS2 Consultation on behalf of HTAP partners.**		↑
	NHS Travel Plan	**The HTAP Programme Manager has provided input to the updating of the NHS Grampian Travel Plan for the Foresterhill Campus.**		**Partners are keen to support NHSG Travel Plan activities. NHSG does not have a Travel Planning Officer. However, different parts of the organisation are delivering relevant activities. The Programme Manager is maintaining a dialogue with Sustrans regarding the unsuccessful, but well received bid for funding which would put in place a Sustrans NHS Workplace Engagement Officer.**		↑

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HTAP Sub Group	Project/Actions	Progress	Budget	Future Actions/ Progress	Target	Status
	HTAP Social Prescribing Pilot	**A project group has been formed to deliver this action. Martin Hall from Aberdeenshire Council is the project sponsor. Currently, Helena Leite from Aberdeenshire Council is engaging local partners in Huntly with a view to initiating a pilot between health and transport professionals.**		**Capacity issues currently preclude Aberdeen City Council and Moray Council from participating. However, the Steering Group Chair has written to Chief Officers of the three Integrated Joint Boards to widen and increase the engagement on HTAP activities. Engagement with third sector organisations, such as Cycling UK, Grampian Cycle Partnership and others also provide opportunities for collaborative working.**		↑
	Professor Adrian Davis, Napier University	**The HTAP Programme Manager is seeking to arrange an opportunity for Professor Davis to speak in Aberdeen for an audience of Grampian decision makers. Professor Davis is the world's first Professor of Health And Transport.**		**The Programme Manager will keep partners updated on progress.**		↑

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HTAP Sub Group	Project/Actions	Progress	Budget	Future Actions/ Progress	Target	Status
Access to Health and Social Care						
	New Developments	Kay Dunn, Aberdeen Health & Social Care Partnership gave a presentation to the Sub-Group on proposed health sites in Aberdeen. Chris Cormack from ACC invited Kay to speak to the Strategy team. Mike Ogg of Aberdeenshire Health & Social Care Partnership is seeking to collate the same information for transport partners. The Programme Manager has also been contacted by Philippa Berry of Moray Health &Social Care Partnership regarding potential new health sites in Moray.		Linking health and transport early in the process was, and is, a key aim of the Health & Transport Action Plan. The recent engagement around these issues demonstrates positive progress by the HTAP group.		↑
	HTAP Neatebox Event	On the 27th of November the HTAP Programme Manager is hosting an event for Grampian wide health and transport partners to meet with Neatebox founder Gavin Neate.		There is an opportunity for a collective discussion about "arrival anxiety" and how our organisations can better assist residents requiring additional support or awareness of facilities and access issues relating to their destination. The Welcome app is a two way communication service between the traveller and the destination.		↑
	NHS Grampian Community Pharmacy	Discussions with Community Pharmacy and the Programme Manager point towards opportunities for wider promotion of THInC and also linking Pharmacies into active travel initiatives.		A THInC (Travel to Health and Care Information Centre) awareness week is to be planned by NHSG Community Pharmacy.		↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

HTAP Sub Group	Project/Actions	Progress	Budget	Future Actions/ Progress	Target	Status
	Community Transport Gaps and Funding	**Community Transport charities do excellent work in our communities. However, the feedback to the Programme Manager that there is a lack of funding opportunities for the sector. Some provide specific functions. In Banff there is gap for transport to health. In Mearns the feedback is that attending appointments in Stonehaven is difficult. In Portlethen previous oil industry donations are unavailable. A small £3K one off payment to Mid-Deeside Community Trust has enabled the continuation of a volunteer driver scheme taking people to Aboyne and Aberdeen hospital appointments.**		**The Programme Manager will continue to engage with local community transport groups and the Community Transport Association. The message from community transport to HTAP partners is that they face recruitment challenges for volunteers and a lack of sources of funding. This is within a context of Aberdeenshire Council carrying out a clean sheet review of funding for subsidised commercial bus services and in-house Dial A Bus.**		↑
	THInC - THInc In The City	**Demand is exceeding capacity as the popular HTAP project routinely has to decline requests for transport to health appointments in Aberdeen. The two wheelchair accessible vehicles operated by Buchan Community Dial A Bus are funded by Aberdeen City Health & Social Care Partnership.**		**The Programme Manager, along with THInC, Aberdeen City Council and Aberdeen City Health & Social Care Partnership will consider the levels of demand for this service and keep the HTAP Steering Group informed.**		↑

Status Key: ↑ progressing, ↔ no change, ↓ delayed

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6.2 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 Publications and Consultations

❖ Aberdeenshire Council Consultation on Supported Public Transport

Aberdeenshire Council are undertaking a 'clean-sheet' review of the local bus and dial-a-bus services that it financially supports to assist the decision-making on how to prioritise spend.

A survey seeking the views of Aberdeenshire residents and communities to identify travel priorities and preferences was launched on 28 October 2019 to better understand the areas where provision of bus services is affecting people's ability to access key destinations and activities.

A link to the questionnaire is available at:
https://www.aberdeenshire.gov.uk/roads-and-travel/public-transport/policies-strategies-and-contracts/

Members are asked to note the consultation and may wish to respond on an individual basis. Since the deadline for responses is **Monday 9th December** and prior to the next meeting, it is suggested that Nestrans Board authorise officers to prepare a response for submitting within the timescale and homologation at the next meeting of the Board.

❖ Aberdeenshire Community Plan Annual Report

Aberdeenshire Community Planning partners have produced their Annual Report. A copy is available at:

https://www.ouraberdeenshire.org.uk/wp-content/uploads/2019/09/Item-7-LOIP-Annual-Report-Appendix-2.pdf

Members are asked to note the publication and in particular, are asked to consider the pledge "to help deliver the Aberdeenshire LOIP Priorities and Locality Plans in 2019/20 and demonstrate involvement in meeting the outcomes in the next annual report".

❖ The Role of Public Bodies in Tackling Climate Change – A Consultation

The Scottish Government is consulting on the role of public sector bodies in ending Scotland's contribution to climate change, how the Public Sector Climate Change Reporting Duties should be revised to support that, and how Scottish Government and the wider public sector can work together to make a step-change in delivery.

It would be appropriate for Nestrans to respond to this consultation as its proposals will affect Nestrans and its duties under the Climate Change legislation.

Whilst Nestrans is supportive of the changes to Climate Change legislation and the net zero target for 2045, there is an opportunity to contribute a number of points. Key points that we would like to make would include:

- the stopping of funding for SSN (Sustainable Scotland Network) from March 2020 is likely to be unhelpful to public bodies in helping meet their Climate Change Duties and targets as SSN have been a very supportive body over a number of years and this support will be greatly missed; and
- what is proposed to replace it is very high level and unlikely to give the same support and networking/collaboration opportunities as the SSN currently does.

A link to the full consultation can be found at https://consult.gov.scot/energy-and-climate-change-directorate/role-of-public-sector-in-decarbonising/

It is suggested that Nestrans Board authorise officers to respond to the consultation making the above point. The deadline for responses to the consultation is 4 December 2019.

o Recommendations

It is recommended that the Board:

1. Note the publication of the Aberdeenshire Council's consultation on supported public transport and authorise officers to prepare a response for homologation at the next meeting of the Board;
2. Note the publication of the Aberdeenshire Community Plan Annual Report and the "pledge" for partners to sign up to; and
3. Agree that Nestrans compiles a consultation response for The Role of Public Bodies in Tackling Climate Change consultation.

RD/23 October 2019

7 Information Bulletin

- **Purpose of Report**

The purpose of this report is to provide information and updates for the Board on a number of matters not requiring decisions.

- **Transport Appraisal and Modelling in Scotland – User Survey**

Transport Scotland have issued a Transport Appraisal and Modelling in Scotland User Survey to those subscribing to the Scot-TAG website. The aim of the User Survey is to consider the current strengths of Scottish Transport Appraisal Guidance as well as related areas such as modelling and data and where these should be reviewed. This is with the purpose of ensuring the appraisal guidance, strategic models and supporting data continue to be credible and fit for purpose and align with and support the delivery of the vision for transport in Scotland as set out in the draft successor National Transport Strategy.

The User Survey was 'trialled' at the 2019 Transport Appraisal and Modelling in Scotland User Group held at the Dewars Centre in Perth on 10th September 2019. The workshop discussions centred on the draft survey and have informed some changes to the final set of questions. The outputs of the User Group discussions have been provided for information, should this be of interest in developing individual responses to the survey.

Nestrans staff involved in transport appraisal and modelling will compile a response on officers' views and experiences to the various questions deemed applicable for comment and this will be submitted using the response form by the deadline of Friday 22nd November 2019.

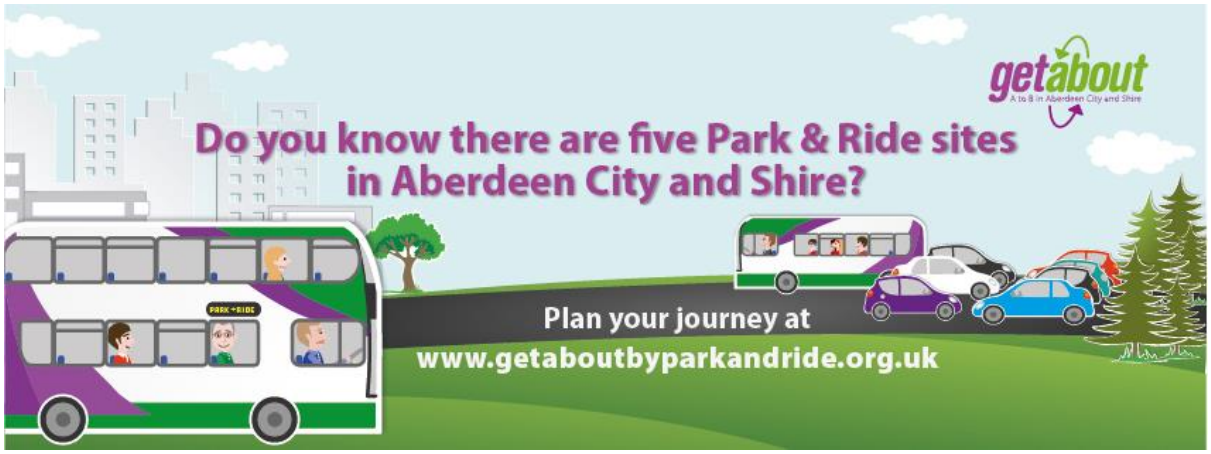
- **Getabout update**

Nestrans is planning three Getabout publicity campaigns over the next few months. They are:

- promoting park and ride in general and advertising a new website that has been created to provide a one stop shop for information on park and ride;
- A general festive campaign encouraging travel into town this festive season by public transport or park and ride; and
- a road safety campaign aimed at pedestrian safety about being seen and being aware.

These will be on bus backs, bus shelters, bill boards and radio adverts.

Below are examples of some of the artwork:


getabout
A to B in Aberdeen City and Shire
Do you know there are five Park & Ride sites in Aberdeen City and Shire?
Plan your journey at
www.getaboutbyparkandride.org.uk

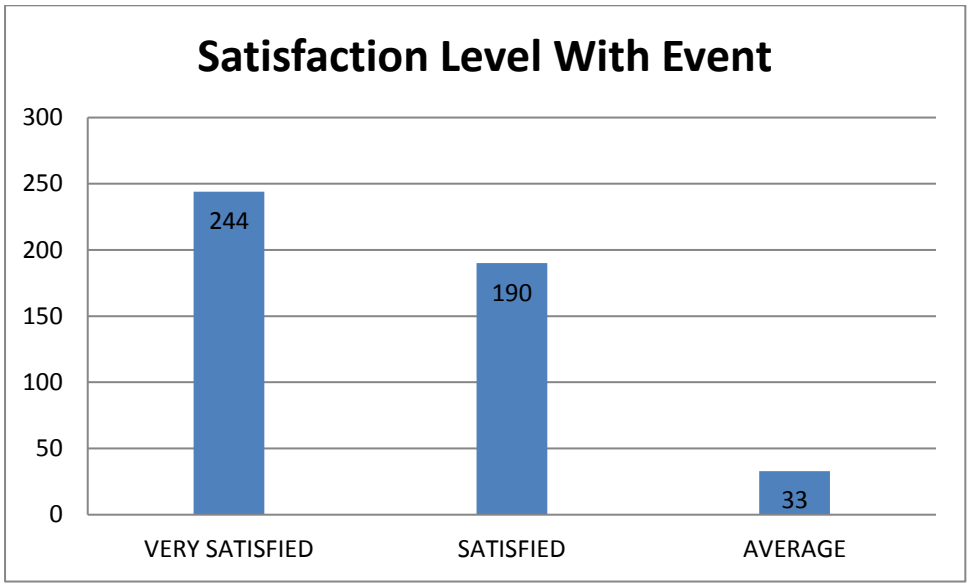
getabout
A to B in Aberdeen City and Shire
Why not try the train, bus or one of the
5 Park & Ride sites in Aberdeen City and Shire,
to get into town this festive season?
getabout.org.uk

Be careful this winter
getabout
ROAD SAFETY
NORTH EAST
SCOTLAND
Pedestrian road accidents are at their highest this time of year.
Be careful crossing the road and stay safe when out and about.
www.getabout.org.uk

o In Town Without My Car Day Evaluation

The recent In Town Without My Car Day held on 15th of September in Aberdeen City Centre has had a lot of positive feedback. A survey of participants was commissioned and 467 individuals contributed views. A total of 62% were aware of the Getabout brand, and 74% commented that they would be more likely to use sustainable travel options as a result of the event. 775 participants downloaded the free park and ride tickets to travel to the event by booking on the Eventbrite site.

The graph below clearly shows high satisfaction levels with the event – 52% very satisfied; 41% satisfied and just 7% thought it average. There was not a single instance of an interviewee being unsatisfied, and of the 33 interviewees who rated the event as "Average", some had merely given this answer as they had not yet fully explored the event.



95% of interviewees responded that they would like to see more traffic-free areas in the centre of Aberdeen.

Pedestrian counters on the day showed that there was a marked increase in footfall compared to other Sundays (15th September was the second highest footfall on any Sunday in 2019, with 78,100 pedestrians counted, some 45% above the Sunday average) and surveys undertaken on the day were very positive about the event. Economic analysis indicates that the event may have attracted an additional 4,000 to 4,500 visitors to the City on the day, which would have had a direct economic impact of over £84,000 and a further £40,000 of additional gross value added generated by the event.

o Sustrans Funding Bids and Allocations

In September 2017, the Scottish Government announced an increase in funding for promotion of Active Travel measures through an investment of £80 million per year from 2018/19. In October 2019, the Programme for Government for 2019/20 committed to continuing this level of funding.

The majority of these monies are distributed through "Places for Everyone", a scheme operated and administered by Sustrans Scotland and reporting to Transport Scotland.

Places for Everyone (PfE), previously known as Community Links, aims to create safe, attractive, healthier places by increasing the number of trips made by walking, cycling and wheeling for everyday journeys. Applications are encouraged from public and third sector organisations and made via an online grant application portal. PfE funding is awarded quarterly.

In order to ensure all projects receiving funding to make the largest possible impact, Sustrans Scotland developed six design principles as the minimum criteria for a successful PfE bid:

- Develop ideas collaboratively and in partnership with communities;
- Facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12-year old;
- Design places that provide enjoyment, comfort and protection;
- Ensure access for all and equality of opportunity in public space;
- Ensure all proposals are developed in a way that is context-specific and evidence-led; and
- Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles.

Design work receives 100% funding from PfE up to 10% of the overall project cost with construction costs being supported by up to 50% match funding (up to 70% funding is available for junctions with real or perceived safety issues for non-vehicular users and/or strategically important to the project success).

Local authorities in the north east have applied for a total of over £2.5million in 2019/20, of which the majority have been approved. Discussions are ongoing between Council officers and Sustrans in relation to the remainder. **Appendix A** to this report provides a list of the projects.

This year for the first time applications from the north east also included one from a third sector organisation, Huntly & District Development Trust, who were successful in securing £50,000 for design of a Green Travel Hub in the town.

Each of the projects above have been reviewed and scored by Sustrans against their criteria and formal grant awards have either been made or discussions are ongoing around the detail of the projects.

o Press and Communications

A summary of Press Enquiries, Media Releases and coverage relevant to Nestrans is attached as **Appendix B** to this report.

o Recommendation

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

KW/LC/JB/RD/28 October 2019

Appendix A

Places for Everyone - 2019/20 Grant Awards

The following projects have been successful with grant monies awarded by Sustrans and available for use within the terms of the funding agreement.

Lead Organisation	Project Title	Requested Amount	Construction/ Design
Aberdeen City Council	Follow on from Maidencraig Active Travel Links	**£175,000**	Construction
Aberdeen City Council	A92 Ellon Road - Active Travel Crossing at Murcar_Follow On From Ellon Road Cycle Links Phase 2	**£15,000**	Design
Aberdeen City Council	Bridge of Dee West - Active Travel Corridor - Options Appraisal	**£58,000**	Design
Aberdeen City Council	Aberdeen City Centre Active Travel Links	**£130,000**	Design
Aberdeen City Council	Deeside Way Crossing at Pittengullies Brae, Peterculter (NCN195)	**£55,000**	Design
Aberdeen City Council	Follow on from Seaton Park - Path beside Tillydrone Road upgrade	**£55,164**	Construction
Aberdeen City Council	Follow on from Seaton Park Entrance - Don Street	**£10,000**	Design
Aberdeen City Council	Bridge of Don to City Centre Active Travel Corridor- Follow On From Third Don Crossing Cycle Facilities	**£80,000**	Design

Aberdeen City Council	Marywell to A956 Wellington Road – Cycle Path	**£35,000**	Design
Huntly & District Development Trust	Room To Roam Green Travel Hub	**£50,000**	Design

For each of the following projects, grant support is being provided by Sustrans to further project development and work towards full grant monies being awarded.

Lead Organisation	**Project Title**	**Requested Amount**	**Construction/ Design**
Aberdeen City Council	Follow on from Farburn Terrace Cycle Link Design	**£60,000**	Design
Aberdeen City Council	Aberdeen Harbour Expansion Project Cycle Paths - follow on to Bay of Nigg NCN1 upgrade	**£138,000**	Construction
Aberdeen City Council	Follow on from Craigshaw Drive - Cycle Lanes	**£500,000**	Construction
Aberdeenshire Council	Haughs Redevelopment – Improved Access Link for Community Continuation	**£55,000**	Design
Aberdeenshire Council	Follow on from Strategic Route Ellon to Balmedie, Phase 1 (Ellon to Newburgh)	**£50,000**	Design
Aberdeenshire Council	Follow on from Strategic Routes - Kintore to Blackburn	**£40,000**	Design
Aberdeenshire Council	Strategic Cycle Routes - Inverurie to Oldmeldrum Phase 1	**£40,000**	Design

Aberdeenshire Council	Follow on from Strategic Routes - Portlethen to Wellington Road	**£50,000**	Design
Aberdeenshire Council	Follow on from ITT Fraserburgh Maconochie Road to Town Centre	**£110,000**	Construction
Aberdeenshire Council	Follow on from ITT Inverurie South Link to Port Elphinstone	**£100,000**	Construction
Aberdeen City Council	Schoolhill Public Realm - Stage 1 and 2	**£325,000**	Construction

Further information required by Sustrans before grant awards can be approved to each of the following projects. Regular dialogue is ongoing.

Lead Organisation	**Project Title**	**Requested Amount**	**Construction/ Design**
Aberdeen City Council	Follow on from Middlefield & Northfield Place Making Project	**£340,500**	Construction
Aberdeen City Council	Follow on from Part-pedestrianisation of Broad Street: Upperkirkgate/Gallowgate Crossing Points	**£20,000**	Design
Aberdeenshire Council	Follow on from Sauchen to Cluny School path	**£90,000**	Design
Aberdeenshire Council	Corsmanhill Drive to Davah Wood Link, Inverurie	**TBC**	Design

£2,581,664

Appendix B

Nestrans Communications Report

end August - 23rd October 2019

o Nestrans Media Queries

Date	Media	Query	Response
10.10.19	STV	Query re workplace parking levy following Transport Bill being discussed at Scottish Parliament	It will be a matter for politicians to discuss and best speak to ACC instead

o Nestrans Press Releases

Date	Details
23.10.19	Improving accessibility at Insch Rail Station
28.10.19	New website launched to promote Park and Ride services in the north east

o Nestrans News Coverage

Date	Media	Headline	Details
26.08.19	Evening Express	A96 route 'will not be dualled'	Transport Secretary Michael Matheson reaffirmed that a major road with not be dualled along the existing route
27.08.19	Evening Express	£15 million Park & Ride used by just 7 cars a day	A £15 million pound Park & Ride facility is used by just 7 cars a day
28.08.19	Evening Express	Park & Ride tops trend in region	More than 80% capacity at booming stop off spot (Ellon)
17.09.19	Press & Journal	Plans to make travel safer, leaner, greener	Nestrans to meet to discuss six ambitious targets
27.09.19	Local Transport Today	Light rail proposal for Aberdeen	A proposed light rail system for Aberdeen has been recommended for further consideration following a sifting of transport options for the city region
27.09.19	Press & Journal	Active Travel projects receives £2.3m funding	Grants for cycling, electric buses and car sharing.

8.10.19	Press & Journal	MP calls for new city train stations	Aberdeen South MP Ross Thomson yesterday urged the Scottish Government to deliver rail improvements to Cove and Altens, warning that the city cannot afford another 'decade of dither'

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 6 November 2019

8 Conferences and Presentations

o Recent and Forthcoming Conferences of Interest to Nestrans

Date	Location	Title	Organiser	Conf Cost (Excl. Vat)	Nestrans Attendees
Wednesday 30th October 2019	Edinburgh	Managing Climate Risk: Reducing Emissions and Achieving Net-Zero Targets	Holyrood Conferences	£325	No
Monday 4th- Tuesday 5th November 2019	Murrayfield, Edinburgh	Annual Conference	Cycling Scotland	£75	Jon Barron
Tuesday 5th November 2019	P&J Live	State of the Cities Conference	Aberdeen City Council	nil	Rab Dickson
Tuesday 12th November 2019	Jury's Hotel, Dyce	Aberdeen International Airport – Challenges and Opportunities	SCDI	nil	Rab Dickson
Wednesday 27th November 2019	Woodhill House, Aberdeen	How is Scotland's population changing and what are the implications?	National Records of Scotland	nil	Kelly Wiltshire

o Other Training

Date	Location	Title	Organiser	Cost (excl. VAT)	Attendees

o Presentations by Nestrans

Date	Location	Presentation Title	Organisation and Audience	Press Involvement	Presenters

RD/29/10/19

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9 Pending Business and Reports for Future Meetings

Purpose of Report

The purpose of this report is to advise of progress on pending business requested by the Board and major reports scheduled for forthcoming Board meetings, and to provide the opportunity for the Board to add to or amend this scheduling.

Background

It has been agreed that this be a standing item on the Board's agenda, listing progress on major areas of work which are not yet in final form to report to the Board with reasons for any delays explained, together with a provisional list of major reports for future Board meetings.

Pending Business

Reports highlighted previously as pending or which the Board has requested reports on, which are included in this agenda are:

- City Centre Masterplan progress (item 4.1).

Major Reports for Future Meetings

It is intended to bring reports on the following items to future meetings of the Board:

- Annual Report;
- Draft Regional Transport Strategy 2040;
- Health & Transport Action Plan Update and Annual Report;
- Publication of National Transport Strategy
- Implications of Transport (Scotland) Bill/Act.

Recommendation

It is recommended that the Board note the report on pending business and agree the provisional scheduling of major reports to future Board meetings.

RD/28 October 2019

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