



**Minute of the fourteenth meeting of the  
North East Transport Consultative Forum**

**Woodhill House, Aberdeen  
Wednesday 3<sup>rd</sup> October 2018 5.15-7:45pm**

The meeting was attended by 29 of the Forum's members. The purpose of the meeting was to update members on delivery of the original Regional Transport Strategy and seek input to the delivery of the next Strategy

Cllr Peter Argyle, Chair of the Nestrans Board, introduced the meeting and Rab Dickson, Nestrans' Transport Strategy Manager, gave a presentation reflecting on Nestrans' 2008 RTS and the achievements in delivering the actions within it to date.

Paul Finch, the Strategic Transportation Projects Manager at Aberdeenshire Council provided an overview on the Aberdeen City Region Deal and a progress update on the transport elements, namely the Strategic Transport Appraisal and External Transport Links to the New Harbour. An update was also given on the Laurencekirk Junction and Aberdeen to Central Belt rail improvements that are being funded by the Scottish Government.

Kelly Wiltshire, Nestrans' Transport Executive (Travel Plans and Delivery), gave a presentation designed to get stakeholders to think about how Transport might look in 2040. What do you want it to look like?; pace of change, emerging technologies, social inclusion and the environment.

Jennifer Anderson, Nestrans' Transport Executive (Programmes and Delivery) gave an introduction to the Roads Hierarchy Study that has been commissioned to lock in the benefits of the Aberdeen Western Peripheral Route, make best use of the road network and facilitate the delivery of the City Centre Masterplan.

The presentations are available on the Nestrans website at:  
<http://www.nestrans.org.uk/documents/netcf/>

**o Discussion**

Participants were then split into two groups to discuss the following two topics:

- What the next Regional Transport Strategy should aim to achieve and
- A different type of Strategy - maximising the benefits of the new and existing infrastructure

The discussions in each group were facilitated by a member of the Nestrans team and an officer from Aberdeenshire Council then Nestrans staff provided a brief summary of their group's discussion to the whole group in a plenary feedback session at the end.

A summary of the key issues raised by each group is provided in the appendices to this report.

The date for the next meeting of the North East Consultative Forum will be advised in due course.

## Notes from Group 1 – Committee Room 5

**Facilitators** - **Paul Finch, Aberdeenshire Council and Kelly Wiltshire, Nestrans**  
**Feedback provided by** – Kelly Wiltshire, Nestrans

**Other group members:** Amye Robinson (Aberdeen City Council); Scott Prentice (ScotRail); Andrew Robb (Aecom); Cllr Peter Argyle (Aberdeenshire Council), Alison Mitchell (Ramblers Club); Patwa Hussein (Mobility and Access Committee for Scotland); Andy Willox (Federation of Small Businesses); Ian Wallace (Aberdeenshire Council); Sarah Erbanova (Union Square); Graeme Macfarlan (First Aberdeen Ltd); Jon Barron (Nestrans); Duncan Abernethy (North East Scotland College) and Steve Wykes (The Motorcycle Action Group)

**What the next Regional Transport Strategy should aim to achieve?**

**A different type of Strategy - maximising the benefits of the new and existing infrastructure**

- Inclusive – access for all
- Geographic accessibility
- Economy – Economically viable
- Locking in the benefits of new infrastructure that is sustainable in the long term
- Needs to consider AWPR – A90 Northwards
- Technology – Plan timetables on demand use ticket data for buses
- Flexibility with changing economy
- Air Quality – Choices, Transport
- Transport as a system – Dictate (encourage) transport choices in certain areas
- Preferred modes used in certain areas
- Modal shift (from solo driver private cars) this should include power 2 wheelers
- Make public transport more attractive. Easier to use, timetables, information, route maps and fares
- For some businesses in rural Aberdeenshire car/van is the office
- Access to health
- Keep in touch with businesses so they are included
- Tourism such as the NE250 and Cycling tourism
- Potential future not just current cyclists – modal shift

- Safety - Vision to make roads as safe as possible for all road users. To benefit all modes. Be an exemplar in road safety

- Question – How RADICAL should or could the RTS be?

Carrot and stick and take people with us?, Demand management? – Is there an appetite? – Congestion charge? Work place parking levy?

- Innovative and unique
- Affordability – delivery mechanism
- Ambition
- Flexible – Businesses, flexible working/fixed locations and times
- Inclusive for all – Students, visitors and residents from outside of NE Scotland, different cultures
- Car parking – Balancing Act to be done. Cost?
- Weather – particularly for cycling and motorcyclists. Changing and drying facilities required as well as secure parking – Should be part of travel plans
- School travel plans – key. Traffic lighter but more spent in service economy in school holidays. School run and holidays affect traffic!
- Town centres of Aberdeenshire need to be included as well as Aberdeen City centre
- Digital technology – WIFI and 4G
- Monetary incentives for mode shift?
- Smart cities, hubs, smart data
- Cultural shift coming with AWPR in how people use the existing infrastructure

## Notes from Group 2 – Committee Room 4

**Facilitator:** Rab Dickson, Nestrans  
**Feedback provided by:** Jennifer Anderson, Nestrans

**Other group members:** Ewan Wallace (Aberdeenshire Council); Tom Walsh (SDPA); Derek Glasgow (ScotRail); Jo Duck (Aecom); Cllr Ian Mollison (Aberdeenshire Council), Stuart Alexander (Stonehaven Town Partnership); Will Hekelaar (Aberdeen City Council); Joanne Riach (NHS Grampian); Gregor McAbery (Aberdeen City Environmental Forum); Ryan Manson (Union Square); Ian Ross (Nestrans Board Member) and Stanley Flett (Disability Advisory Group)

A general overview of the comments made at this table were:-

### Q1 What should next RTS aim to achieve:

- Development plans attempt to allocate development to appropriate locations and strategy should aim to maximise use of existing infrastructure and lock in their benefits without overloading. Questioned whether AWPR would automatically attract all drivers or whether a “stick” approach required;
- Suggestion made to have accessible bus hubs off AWPR to interchange between services, although concern raised that if it is not commercial then bus operators may not be attracted to use them;
- Discussed and contrasted Park & Ride, Park & Choose and mini interchange hubs on key corridors. Feel that express buses from such sites best. Concluded that accessibility to public transport options is key;
- Forthcoming rail service improvements only help those that are already on corridor. May need to consider development strategies to have critical mass to north to make further expansion viable. Need to consider destinations of those using any new routes;
- Uniqueness of north east, where Aberdeen City Centre is the dominant catchment for the region therefore city centre masterplan aims for a more liveable centre has to be served by new RTS. Likewise, Aberdeenshire Towns require to be integrated and accessible;
- Health should be added to the mix of considerations. There is an ageing population some of whom have no access to cars. Connectivity to healthcare is important;
- Behaviour change in future may influence strategy eg will people rent rather than own eg houses and cars;
- Speed of change and technological development make it important to be flexible and ready to adapt. Do strategy review periods need to be shorter?
- Try to understand why people make the trips they do, but awareness habits change eg leisure and social media changes in recent years;
- On-line shopping reduces trips to shops but increases deliveries. There is always likely to be a desire for viewing/experiencing brands before purchasing on-line;

- Which alternative fuel should be embraced – hydrogen or electric. Agreed different benefits and all renewables and future technologies should be given consideration;
- Noted average £1M/mile cost to electrify rail and discussed bi-modal and hydrogen trains
- With Aberdeen leading hydrogen project, the next nearest re-fuelling station is in Sheffield. Need national network to make long distance travel viable;
- Concern over quietness of Electric Vehicles and danger this entails for those with sight impairment. Suggested that technology could help eg sensors to brake.

## **Q2 Do we need a new type of Strategy?**

- Current RTS contained over £1billion of projects for delivery so should next RTS be more about mode shift, accessibility etc;
- Demand management and road user charging and low emission zones could create better environment;
- Consider what users wants and needs are and how we are performing in achieving them;
- Should the strategy be target driven and then decide what we need to do to achieve these targets eg relating to safety, environment, economy etc;
- Need to reduce dependence on cars and electric bikes may help although may require separate infrastructure from pedestrians and non-powered bicycles as can travel faster
- Cycle facilities need to be to a standard that they are safe for family use with good lighting to enable use in winter and safe/secure cycle storage essential
- Strategy should aim to encourage a cycle culture
- Noted that Edinburgh Council spends 10% of their transport budget on cycling and they have a cycle hire scheme. It was noted that Civitas Portis EU project investigating this for the NE and the existing ScotRail Bike and Go availability
- How can those that are inactive be incentivised to change
- Suggestion made to make one lane in each direction on Anderson Drive into a segregated cycle lane when it is de-trunked
- Speed on roads is a barrier to active travel, but noted the Transport Bill proposing that all unclassified roads become 20mph and roads hierarchy study will therefore consider this
- Need to consider how we can make better use of mass transit in all its forms – bus, rail etc.