



Minute of the fifteenth meeting of the North East Transport Consultative Forum

**Woodhill House, Aberdeen
Thursday 30th May 2019 5:30-8pm**

The meeting was attended by 25 of the Forum's members. The purpose of the meeting was to update members on the progress towards developing the next Regional Transport Strategy to 2040 and to stimulate discussion on the policies and outcomes that the strategy should be aiming to deliver.

Cllr Peter Argyle, Chair of the Nestrans Board, introduced the meeting and Rab Dickson, Acting Director, gave a presentation on the progress to date, including:

- The agreed vision and objectives of the strategy
- The four pillars of the strategy, which are:
 - Helping the north east economy prosper;
 - Improving health and wellbeing across the north east
 - Taking action to reduce impact on climate change and protect the natural and built environment of the north east
 - Promoting equality across the north east.
- Consultation and engagement undertaken to date, including development of the Nestrans2040 website (www.nestrans2040.org.uk) and the availability of discussion papers.
- Details of further research and impact assessments being undertaken
- Next steps

Kirsty Chalmers, Nestrans' Transport Executive (Strategy & Delivery) gave a presentation on the key issues relevant to the RTS under the headings of each of the four pillars and provided some key statistics and trends relating to each.

The presentations are available on the Nestrans website at:

<https://www.nestrans2040.org.uk/uncategorized/north-east-transport-consultative-forum-presentation/>

o Discussion

Participants were then split into four groups and each group was allocated one of the four pillars and asked to brainstorm onto a flipchart the actions that the RTS should consider, relevant to that pillar. After a set period of time the flip charts were rotated to the next group who reviewed the points that had already been listed and added any that they felt were missing. The process was repeated until all four groups had had an opportunity to add actions to each pillar. The final session then asked each group to prioritise the five or six actions they would take forward under the pillar they were discussing.

The discussions in each group were facilitated by a member of the Nestrans team who provided a brief summary of their group's agreed priorities in a plenary feedback session at the end. There were also opportunities for questions and a wider group discussion following the presentations.

A summary of the key issues raised by each group is provided on the following pages.

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

Pillar 1: Helping the north east economy prosper

- Tourism – routes to tourist destinations – buses and cycle
- Better access to bikes
- People friendly spaces – people spend money
- Movement of people important
- Active travel users take less sick days
- Bus station access and service access
- Cross boundary and partnership
- Freight – Journey reliability, Reduce costs to business
- Reducing congestion
- Freight strategy – facilities for layover
- Rail freight – potential to increase this
- Upgrading of road facilities connecting to harbours – A952
- Public transport facilities for cruise passengers
- Attracting businesses to locate in the North East
- Attractive city centre – access to the city centre – priority destination
- More modern buses
- Aberdeen airport needs to stay as connected as it is – improved links
- Population growth – local people spending and retaining students
- Housing – New Town Chapleton, facilities as part of new housing developments, planning
- City centre masterplan, offices in the city centre
- LEZ's – need forward notice of what the criteria is
- What are successful economic cities comparable to NE Scotland?
- What does it look like?
- Sell an image
- New technologies – open data for knowing routing demands
- Commit to trams (proven elsewhere re benefits)
- Better access to bikes on bus/trains
- City/town centre, decide and act on what we want them to be
- Parking availability/charging has to be balanced – e.g. need accessibility but discourage congestion
- Bus lane priority – to encourage those to commit to change
- Bus station/train station – access/exit time taken regularly discourage many
- Good surface access to airport and harbours
- Cross boundary and partnership working – make best use of
- Improve journey times for external rail link – Aberdeen to Central Belt and more commuter stations locally
- Air passenger duty – unlevel playing field with Inverness
- Connectivity by air/road – external links

Priorities

- Aberdeen to Central belt rail journey time improvement
- Aberdeen international airport hub connections
- Reduce congestion on network by mode shift and use of AWPR/strategic links, i.e. bus priority
- Buses more attractive by making driving into city centre less attractive. More patronage allows greater routes/frequencies
- Good surface access to Aberdeen South Harbour (cruise passengers/freight)

- Realising City Centre masterplan
- Freight facilities needs considered.

Pillar 2: Improving health and wellbeing across the north east

- Promote active lifestyles
- Mental health as well as physical health
- Easier to build activity into routine than adding to it. – such as gym
- Idling
- Safety and lighting
- Information on capacity and services
- Reducing stress with better information and ticketing
- Freight access to city centre – reduce number of larger vehicles accessing city centre
- Marketing issue – Behavioural change, marketing/branding needs to be more appealing to adults
- Use stories and create desires
- Similar to what has happened with plastics – blue planet contributed to a culture shift
- Contribution that ‘they’ can make. Make it personal.
- Greater active travel – provision of cycling facilities, cycle lanes, storage, wash facilities at workplace
- More public transport usage – priority within congested areas, investment in fleet.
- Positive commitments
- Adapting mindsets
- EV’s – Quiet not good for people with visual impairments
- Mobility scheme users – alternative provision required
- Ban A Boards on streets for people with visual or accessibility issues – tidy up public spaces, less street clutter and street furniture
- There are 24 hour gyms not, lots of people out running and walking – need to celebrate what we are doing in terms of physical activity.
- E – Bike – hire scheme to address affordability
- EV’s – need incentives and petrol and diesel vehicles need disincentives
- Links to mental health
- Access to recreational walking
- Multi-use facilities (shared use) – conflict between different users
- Role of bus in reducing social isolation
- TfL apps and websites – we should be aiming for this standard
- Wayfinding
- Re-educating people about short trips
- Reducing emissions – electric vehicles, is public transport part of the problem as well as solution? Hybrid buses and LEZ.
- Workplace engagement as encouragers to enable change
- Mental health as important as physical wellbeing
- Safety – e.g. lighting, consider responsive actions
- Improved clearer access to information on public transport services
- Integrated ticketing options/saving time and stress reducer
- Measures to mitigate road noise (to minimise its impact on peoples lives/quality of life)
- Freight access to city centre (reduce number of larger vehicles accessing city centre)
- Healthier options provided on rail transport

Priorities:

- Introduction of comprehensive LEZ and supporting measures
- Behaviour change – increase efforts through education (e.g. workplaces and school engagement)
- Increased opportunities for low carbon fuels
- Importance of planning for active travel in new developments
- Better integration to end isolation
- Increasing active travel (promotion, encouragement and access to active travel)
- Increased promotion /encouragement/access to active travel
- Physical and mental health – at core of all we do
- Increased decarbonisation of all transport modes (including public transport)

Pillar 3 – Taking action to reduce impact on climate change and protect the natural and built environment of the north east

- More electric charging points – current barriers cost and range of vehicle options (vans)
- Is hydrogen a viable alternative? - nearest next charging point an issue, so need wider adoption
- Youth – younger people more able/want change
- Mode shift – increase park and ride usage, connected routes/route provision, all public transport radial need more cross city, some areas not served or outwith desired travel times, make bus /rail travel times more productive if not quicker. E.g. desk/WIFI/charge points, comfort and cleanliness of public transport to be improved
- Marketing – sell/influence, social media
- Offsetting carbon
- Accessible – smart ticketing but not just digital
- Seamless travel – cross ticketing opportunities – multi-modal and ease of use and awareness of how to use it i.e. information/planning
- Mobile phone usage/internet
- LEZ
- Parking charges
- Payback for businesses to focus on carbon and financial paybacks
- Invest/work for – Young people will want to work for socially responsible organisations
- Pollution – local and international - may be better phraseology, to encourage change of habits/accept responsibility and independent/collective responsibility
- Opportunity to decarbonise transport
- Carshare/Liftshare opportunities – people need unbiased information/access to knowledge so choices can be informed
- Smarter traffic lights and traffic management and traffic flow
- Commit to road traffic reduction
- Electric bikes
- Younger generation – move away from car ownership (urban areas)
- Adaptation to climate change – flooding, maintaining infrastructure that we have, emptying gullies – warmer, wetter and windier weather
- Resilient network
- Material used in construction – new technologies
- Loss of land/biodiversity – new infrastructure, increasing accessibility – increasing/spreading development

- Speed restrictions – more efficient use of fuel, safety benefits, encourage cycling and walking
- Travel Planning – big business
- Use of vehicle assets – better utilisation
- Congestion charging/LEZ

Priorities:

- LEZ that targets the most polluting vehicles
- Electric vehicle infrastructure – network of charging points
- Adaptation measures – maintenance, setting standards (ambitious)
- Priority lanes for multiple use vehicles – bus/HGV
- Culture change with a target on young people to move away from car ownership, influence behaviour from a young age, marketing/promotion
- Forward thinking/innovative in terms of piloting/testing technologies
- Active travel infrastructure

Pillar 4 – Promoting equality across the north east

- Mitigate impact of people having to travel
- Flexible working patterns
- Affordability an issue – especially for students
- Is the workplace challenging work patterns/flexible working/working from home availability and options?
- Planning a transport network with people in mind (those travelling, those living on corridor)
- Safety – public transport
- Security – public transport
- Critical mass – more people walking on the street, more people will walk there
- Public transport timings – fitting travel patterns and being reliable
- Access to real time information – inclusivity of all people
- Reduce income/benefits – how can those affected be helped?
- Public transport budgets – sufficient investment needed to continue viable services
- Cost of public transport
- More targeted approach to supporting transport costs for lower incomes
- Equality of access to public transport for rural areas
- New ways of serving rural areas – new technology, driverless vehicles
- Accessibility of infrastructure (public transport) station
- Do we need to be fully accessible for everyone everywhere?
- Integration
- Mindsets – average public needs to be aware
- Demand responsive transport options
- Organisations – charities, volunteers – shop mobility etc – increase hours available
- Transport for health options for all (especially non-emergency situations)
- Park and Ride
- Car parking Spaces availability at train stations such as Inverurie
- Marketing and unconscious bias – lots of people unaware of equalities
- Timetable integration – tailored to people using the service
- Example trains from North of Aberdeen to link to the London train
- Awareness raising of assistance available - Scotrail etc
- Tourist city

- Tourists accessing city. Wayfinding. Cafes open later hours and early
- Facilities for people

Priorities

- Engagement with the people you are trying to help
- Find out what are the problems
- What are the possible solutions
- Know your customer/travellers – start considering them as customers
- Market research/evidence
- As well as educating – Awareness raising. Interesting stories
- Focus on youth
- Inequalities in road safety. Young road users
- Diversity
- Examples from 'real world' social deprivation etc
- Communication/marketing is key
- Be bold – positive
- Nuart done a great job in Aberdeen
- We can do this – we should do this, we will do this
- Marketing should have a much greater emphasis