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Councillor John Crawley, Chair; Councillor Michael Hutchison and Dr Margaret Bochel, Vice Chairs; Councillor John Cox, Councillor Isobel Davidson, Councillor Glen Reid, Councillor Sandra Macdonald, Councillor Miranda Radley and Councillor Ian Yuill; and Colin Allanach, Gerry Donald and Ian Ross.

Aberdeen City Council Substitute Members:- Councillors Kate Blake and Alex Nicoll. 2 vacancies to be advised

Aberdeenshire Council Substitute Members:- Councillors George Carr, Councillor Doreen Mair, Councillor Trevor Mason and Councillor Stephen Smith.

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 the Board

Council Chamber, Town House, Aberdeen

(This Meeting will be held in person, with option of dialling in for those who cannot attend. A recording of the meeting will be available from the Nestrans website as soon as is practical.)

Wednesday, 26 October 2022 at 2.00 pm

AGENDA

1 Housekeeping

1.1 Declarations of Interest and Transparency Statements

1.2 Minute of Board Meeting, 7 September 2022 (Pages 3 - 10)

1.3 Board Meeting Dates – 2022 and 2023 (Pages 11 - 12)

2 Presentations - Not Taken Up

3 Budget Matters

3.1 2022/23 Budget Matters (Pages 13 - 18)

4 Strategy

4.1 Director's Report (Pages 19 - 28)

4.2 Climate Change Reporting (Pages 29 - 32)

5 Projects

5.1 Freight Issues Update (Pages 33 - 40)

5.2 Strategic Active Travel Routes (Pages 41 - 46)

6 Action Plans

6.1 Bus Action Plan Update (Pages 47 - 50)

6.2 Health & Transport Action Plan: Update and Annual Report (Pages 51 - 52)

7 Progress Report (Pages 53 - 88)

8 Publications and Consultations (Pages 89 - 100)

9 Information Bulletin (Pages 101 - 110)

10 Conferences and Presentations (Pages 111 - 112)

11 Pending Business and Reports for Future Meetings (Pages 113 - 114)

Should you require any further information about this agenda, please contact Mark Masson, email mmasson@aberdeencity.gov.uk, or telephone 01224 522989

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Minute of Meeting of the North East Scotland Transport Partnership Board

Aberdeen, Wednesday, 7 September 2022

Present: Councillor John Crawley (Chairperson); Councillor Michael Hutchison and Dr Margaret Bochel (Vice Chairs); Councillor John Cox, Councillor Isobel Davidson, Councillor Glen Reid, Councillor Sandra Macdonald, Councillor Miranda Radley and Councillor Ian Yuill; and Colin Allanach and Ian Ross.

In Attendance: Rab Dickson, Paul Finch, Kirsty Chalmers, Jenny Anderson, Kelly Wiltshire, Jon Barron and Lucy Johnston (Nestrans); Alan Wood, Ewan Wallace and Kenny Oxton (Aberdeenshire Council); David Dunne, Elena Plews, Karen Allan and Mark Masson (Aberdeen City Council); Anne MacDonald (Audit Scotland); and Chris Clark (Transport Scotland)

Apologies: Gerry Donald and Moira Beverley.

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.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

1. There were no declarations of interest or transparency statements intimated.

MINUTE OF BOARD MEETING, 22 JUNE 2022

2. The Board heard from Councillor Reid who sought an update on a request he made at the last meeting, that a report be submitted which would provide details of overarching Strategic Cycle Routes covering Aberdeen City to Aberdeenshire, to include information on what had been completed and what was being progressed. In response, the Director indicated that he would endeavour to bring a report back to a future meeting of the Board in this regard.

The Board resolved:-

(i) to note that the Director would arrange to submit a report on Strategic Cycle Routes, as detailed above, to a future meeting of the Board; and

(ii) to otherwise approve the minute.

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TRANSPORT SCOTLAND: NATIONAL CONVERSATION ON RAIL

3. The Committee were advised that Mr Chris Clark, Rail Policy Team Leader, Transport Scotland would be providing the presentation today on behalf of Mr Chris Towers.

The Committee received a presentation from Mr Clark on Transport Scotland's plans for a National Conversation on Rail with the aim being to get the views of the public on what the future of ScotRail should look like.

Mr Clark provided information on the following topics:-

- Push and pull factors;
- Serving the needs of businesses;
- Passenger and staff safety;
- Passenger journey;
- Disruption management; and
- ScotRail staff views.

He indicated that Transport Scotland would be seeking help from Nestrans on facilitating engagement and the promotion of the National Rail Conversation (NRC) with appropriate local stakeholders, for the submission of suggestions by early 2023 and a report detailing what the people of Scotland want from ScotRail going forward, being submitted to the Transport Minister in Spring 2023. He concluded by advising that an announcement on the details of the NRC, including how to get involved would be issued in due course.

The Board resolved:-
(i) to thank Mr Chris Clark for his presentation; and
(ii) to note that the powerpoint presentation would be circulated to members.

2022/23 BUDGET MATTERS

4. The Board had before it a report which provided information on the Partnership's 2022/23 monitoring and forecast outturn position and sought consideration of any budget or monitoring issues that may arise.

The report recommended:-
that the Board –
(a) note the monitoring position and forecast presented in Appendix 1;
(b) approve the virements set out in Appendix 2;
(c) note the updates on projects for which Nestrans receives external grant funding;
(d) note the update on the Pensions Discretions Policy; and
(e) note the Strategic Transport Fund position.

Kenny Oxton provided an overview of the report.

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The Board resolved:-
to approve the recommendations.

ANNUAL ACCOUNTS 2021/22 AND THE REPORT ON THE 2021/22 AUDIT BY THE EXTERNAL AUDITOR

5. The Board had before it the audited Annual Accounts for 2021/22 to be approved by the Partnership Board for signature and for the information of the Board, the external auditor's report on the audit.

The report recommended:-
that the Board –
(a) approve for signature the audited Annual Accounts for 2021/22;
(b) consider the External Auditor's Report;
(c) note that the Accounts can be accessed and downloaded free of charge from the Nestrans website.

The Board heard from Kenny Oxton and Anne Macdonald on the key information from the report, making particular reference to the change in the accounts relating to Kintore Station and pension liability estimates.

The Board resolved:-
to approve the recommendations.

DIRECTOR'S REPORT

6. The Board had before it a report which provided an update on liaison with other Regional Transport Partnerships, with the Scottish Government and other organisations.

The report recommended:-
that the Board note progress on liaison arrangements with other RTPs, the Scottish Government and others and arrangements for future meetings.

The Director made reference to the following meetings held recently:-

- Introduction to Nestrans event held in Aberdeen Art Gallery on 18 August 2022; and
- RTP Chairs meeting held in person in Dundee on 31 August 2022, attended by the Director and the Chair.

The Board resolved:-
to approve the recommendation.

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ABERDEEN RAPID TRANSIT UPDATE

7. The Board had before it a report which provided an update on the Aberdeen Rapid Transit (ART) project and associated marketing and communications workstream, and in particular information on the public and stakeholder engagement tasks being planned for the next few months.

The report recommended:-
that the Board –
(a) note the progress on the ART options appraisal; and
(b) note the progress being made on the engagement, marketing and communications workstream and the activities planned between now and November 2022.

Kirsty Chalmers highlighted the key information from the report and responded to questions from members, specifically in relation to the Strapline; the engagement and timeline for the consultation; and details relating to the wider work of the Bus Alliance including the multi modal corridor studies as well as the one funded by Nestrans which was still ongoing between Banchory and Aberdeen, and which would be reported to the Board in due course.

The Board resolved:-
(i) to note that the Director would liaise with colleagues at Transport Scotland to determine when a report on the data and analysis including any benefits following the opening of the AWPR would likely be produced;
(ii) to note that the Director would submit an update report on the progress of the A93 Corridor to a future meeting; and
(iii) to otherwise approve the recommendations.

BPF GOVERNANCE

8. The Committee had before it a report which presented considerations for the future development of Governance arrangements for the Bus Partnership Fund (BPF). Following Nestrans' Board consideration, it would be anticipated that these proposals would be further considered and developed with Aberdeen City Council, Aberdeenshire Council, and the North East Bus Alliance (including bus operators).

The report recommended:-
that the Board –
(a) note the current Governance arrangements for the Bus Partnership Fund, and future requirements for political decision making related to bus operational issues on a regional basis;
(b) note emerging proposals for the appointment of a Bus Partnership Fund manager, and establishment of a Programme Board; and
(c) provide comments on potential options for future political decision making related to strategic bus operational issues.

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Kirsty Chalmers provided an overview of the report, making reference to existing governance arrangements, proposals for a Bus Partnership Manager, proposals for a Programme Board and the options for political decision making.

In terms of the options for future political decision making, it was suggested that a SWOT analysis be undertaken.

The Board resolved:-
to approve recommendations (a) and (b).

INVERURIE PILOT DIGITAL DRT STUDY EVALUATION

9. The Board had before it a report which provided details and key findings from the evaluation of the initial operation of the Ready2Go Around Inverurie Digital Demand Responsive Transport pilot project, and highlighted the next steps being taken by Aberdeenshire Council.

The report recommended:-
that the Board –
(a) note the outcomes of the initial evaluation of the Ready2Go Around Inverurie Digital Demand Responsive Transport Pilot project;
(b) note Aberdeenshire Council's intention to continue the operation of the pilot project for a further 12 months; and
(c) support Officers' attempts to attract additional funding streams for such innovative and beneficial pilot projects.

Paul Finch provided a summary of the report responding to questions from members in relation to additional funding schemes to maintain the project and whether there would be scope for expansion into other rural or urban areas including outlining the legislative constraints in this regard.

The Director highlighted to the Board that this initiative was an Aberdeenshire Council scheme, with Nestrans having only a supportive and facilitating role, particularly through liaison with Council colleagues but also Transport Scotland colleagues in terms of funding requirements.

The Board resolved:-
(i) to note that officers would liaise with colleagues from Aberdeenshire Council in relation to the possibility of producing a social media marketing/PR video on usage of the project;
(ii) to note that officers would liaise with colleagues from Aberdeenshire Council in relation to budget costs, benefits and legislative constraints in terms of the possible extension of the initiative into other rural community areas;
(iii) to note that an update report would be submitted to a future meeting once further information was obtained; and
(iv) to otherwise approve the recommendations.

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LIVE LABS

10. The Board had before it a report which provided information on the final outcomes of Live Labs scoping work, which was commissioned as an element of the Aberdeen City Region Deal Strategic Transport Appraisal. The aim of this work was to identify beneficial and deliverable small-scale demonstration projects for short term implementation within the remaining timescale and budget allocations of this element of the City Region Deal.

The report recommended:-
that the Board note the outcomes of the study on the Scoping of Potential Live Lab interventions.

Paul Finch highlighted the key information from the report, indicating that the following two streams of work would be continued to be developed:-

- Hydrogen re-fuelling facilities in a regional centre, such as Peterhead. The proposal rests well with options being considered as part of the North East Green Freeport Bid, and the regional development of hydrogen fuelled freight opportunities in both public and private sectors; and
- Mobility Hubs – Options for development in Aberdeenshire of a range of different hubs, and development work in Aberdeen City around existing transport hubs, but also the concept of a virtual "mobility hub" using the GoABZ application.

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.

During the discussion, the following was raised:-

- Page 130, relating to A947 – narrative should be amended to take into account that there were two separate bids/projects;
- General status of arrows in the tables should be reviewed, particularly where there had been no progress (e.g. page 135, RS3);
- There had been no response received from Transport Scotland in relation to the A96 public consultation; and
- That officers were seeking assurances from Transport Scotland that continuing progress in relation to the production of the outline business case for the Central Belt to Aberdeen Rail option was still being maintained.

The Board resolved:-
(i) to note that the Director would progress the actions raised above; and
(ii) to otherwise note the content of the progress report.

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PUBLICATIONS AND CONSULTATIONS

12. The Board had before it a report which outlined details of recent publications and consultation responses.

The report made reference to the following:-

- Transport Scotland Zero Emission Energy for Transport Forecasts; and
- Energy Savings Trust Survey.

The report recommended:-
that the Board –
(a) note the publication of Zero Emission Energy for Transport Forecasts; and
(b) instruct officers to complete the Energy Savings Trust Survey on mobility hubs on behalf of Nestrans.

Kelly Wiltshire provided an overview of the report.

The Board resolved:-
to approve the recommendations.

INFORMATION BULLETIN

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

The report recommended:-
that the Board note the contents of this report.

The Board heard Paul Finch provide a summary of the following items within the report:-

- North East Scotland Green Freeport Bid;
- Getabout Update; and
- Campaign for North East Rail – the group had presented proposals to a public meeting in Ellon.

In response to a question from Councillor Reid regarding evaluation of the Getabout Campaign, Kelly Wiltshire advised that anecdotal feedback/views were obtained from partners, namely Police Scotland and City Wardens, officers had also attended meetings of the Community Council and in terms of the Deeside Way, cycle/pedestrian counters had been installed to provide details of usage.

The Board resolved:-
(i) that an update report on the continued work around the Getabout Campaign, providing information on usage, awareness/PR for younger people and what more could be done, including the possible use of QR codes for evaluation be submitted to a future meeting; and
(ii) to otherwise approve the recommendation.

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CONFERENCES AND PRESENTATIONS

14. The Board had before it a list of recent and forthcoming conferences, training and presentations of interest to Nestrans.

The report recommended:-
that the Board note the contents of Appendix 1.

Councillor Macdonald made reference to a Bus Summit being held in Glasgow on 13 September 2022, which she thought may be of interest to the Director to consider whether it would be worth attending. She indicated that she would forward details of the summit to the Director.

The Board resolved:-
to approve the recommendation.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

15. 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.

The Director suggested that a future presentation be held on 'Bus Matters'.

In response to a question from Councillor Cox relating to a future report on Freight Transport, the Director suggested that if agreeable, Nestrans could facilitate a meeting of the Freight Forum, involving partners, namely Chamber of Commerce, Freight Hauliers and colleagues from Transport Scotland, following which a report would be submitted on the outcomes.

The Board resolved:-
(i) to agree that a presentation be held on Bus Matters;
(ii) to agree that the Director make arrangements to facilitate a meeting of the Freight Forum and that a report be submitted to the Board on the outcomes of the meeting thereafter; and
(ii) to otherwise approve the recommendation.

- COUNCILLOR JOHN CRAWLEY, Chairperson.

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26th October 2022

1.3 - Board Meeting Dates – 2022 and 2023

o Purpose of Report

The purpose of this report is to alert members to a change to the timing of the December meeting and to agree new dates for the Board meetings in 2023.

o Background

The Committee Clerk has been alerted that the scheduled date for the Nestrans Board meeting on 15 December is no longer available due to this being reserved as a potential follow-on if the City Council full Council meeting is required to continue. In relation to dates for 2023, the Clerk has reviewed the Aberdeen City Council diary and liaised with the Committee Team in Aberdeenshire Council to identify as far as possible, proposed dates for Board meetings that do not clash with known Council meetings in 2023.

o Proposal

The Board is asked to consider the following dates for an alternative Board meetings in December 2022.

The meeting is proposed to be held in the City Council Chamber on the following date at 2pm:

- Thursday 8th December.

The Board is also asked to consider the following dates for the Board meetings in 2023:-

The meetings are proposed to be held on the following dates at 2pm -

- Thursday 16th February
- Wednesday 12th April
- Wednesday 21st June
- Wednesday 20th September
- Wednesday 1st November
- Wednesday 6th December

The meetings should be held In-Person; therefore, arrangements will be made for the rooms to be booked at the Town House (provisionally) although the Board are asked to consider whether they are content with this arrangement and a decision will be made by the Chairperson before each Board date. It is intended to continue to offer an online option for anyone who cannot be represented in person and a recording will continue to be made and shared online after meetings.

Appointments will be issued following approval of the dates above and members will be notified in advance where the meetings will be held.

o Recommendation

It is recommended that the Board:-

1. Considers the above and agrees the proposed dates; and

2. Requests that appointments be sent out to members following this meeting.

Mark Masson,
Clerk of NESTRANS Board

17 October 2022

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26 October 2022

3.1 - 2022/23 Budget Matters

o Purpose of Report

To provide the Board with an update on the Partnership's 2022/23 monitoring and forecast outturn position and to consider any budget or monitoring issues that may arise.

o Background

The Board has requested that a general budget report be submitted 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.

o Current Revenue & Capital Budget

Appendix 1 to this report sets out a summary budget monitoring statement of expenditure to 30 September 2022. This shows expenditure of £817,391 and whilst little by way of expenditure has taken place to date, work programmes are progressing and the forecast for the year remains at the budgeted level.

o Virements

Due to a number of project specific variances that have been identified, a small number of virements are proposed for consideration in **Appendix 2** to maximise delivery through the 2022/23 budget where possible.

o Grant Funding

Regional Transport Partnerships Active Travel Grant

It was previously reported in June that an offer of grant of £500,000 for 2022/23 had been received and accepted. A variation of grant that repurposes an element of the previous award and offers an additional £140,000 of funding was requested and has been agreed. The main variation is associated with the adult cycle training project that is no longer being progressed this financial year as more preparatory work is required to enable this to be rolled out and an increase in funding has been agreed towards the bike recycling/ re-use scheme. Further details on the individual projects are given in the separate progress update report on the agenda, but a summary of the changes to the grant funding are provided below.

Project	Previous Award (£)	Revised Award (£)
Aberdeenshire Core Path Network Survey	150,000	150,000
Formartine and Buchan Way Bridge Replacement Works	100,000	100,000
Quiet Road Cycling Signing – North East Cycle Network	75,000	75,000
Bike Recycling/Re-use Scheme	100,000	315,000
Adult Cycle Training Project	75,000	0

o Pensions Discretions

It was agreed at the Board meeting in June that authority be delegated to the Nestrans Director to adopt Aberdeenshire Council's positions on Employer Discretions in their Statement of Discretions Policy and submit it to North East Scotland Pension Fund (NESPF) by the deadline of 5 August 2022 and that this would be reported to the Board in September 2022 for further review prior to publication. Aberdeenshire Council has still to agree their policy and Nestrans had therefore requested a further extension to end October 2022, which has been agreed. It had been intended to report the Aberdeenshire Council policy to the Board for consideration, but as it was not yet agreed at the point of the Board papers being published it is therefore still intended to adopt the same positions as the Council under delegated authority to the Director and report this to the next Board meeting on 15 December 2022 for further review.

o Strategic Transport Fund

The legal challenge successfully quashed The Strategic Transport Fund (STF). The current balance for 2022/23 is £484,594. No repayments have been made so far in 2022/23. There are 16 developments remaining to be claimed.

o Recommendation

It is recommended that the Board:

1. Note the monitoring position and forecast presented in **Appendix 1**.
2. Approve the virements set out in **Appendix 2**.
3. Note the update on projects for which Nestrans receives external grant funding.
4. Note the update on the Pensions Discretions Policy
5. Note the Strategic Transport Fund position.

Mary Beattie
Treasurer

17 October 2022

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Appendix 1

SUMMARY OF INCOME & EXPENDITURE

Description	Original Budget	21/22 Delayed Drawdown	Approved Virements	c/f Delay in Drawdown	Revised Budget	Actual to Sep-22	2022/23 Forecast	Actual v Budget %
Expenditure								
Core Costs								
Partnership Office	576,181	-	-		576,181	288,091	576,181	50%
Support Costs	80,650	-	-		80,650	40,325	80,650	50%
Board Members Expenses	1,000	-	-		1,000	-	1,000	0%
Other Associated Costs	23,500	-	-		23,500	11,750	23,500	50%
Core Rechargeable	-	-	-		-	-	-	*
	681,331	**-**	**-**	**-**	**681,331**	**340,166**	**681,331**	**50%**
Regional Transport Strategy								
Active Travel Action Plan	105,000	-	(30,000)		75,000	78	75,000	0%
Rail Action Plan	3,000	-	-		3,000	-	3,000	0%
Bus Action Plan	24,000	55,304	-		79,304	20,000	79,304	25%
Managing Demand	25,000	25,000	-		50,000	-	50,000	0%
Reducing Emissions	13,000	-	-		13,000	-	13,000	0%
Behaviour Change	77,669	59,695	-		137,364	25,349	137,364	18%
Maintain and Improve Transport Network	30,000	96,032	-		126,032	7,644	126,032	6%
Road Safety	15,000	50,000	-		65,000	-	65,000	0%
Health & Transport Action Plan	47,150	10,000	-		57,150	24,399	57,150	43%
Contingency	5,200	-	(200)		5,000	-	5,000	0%
Non Core Rechargeable	-	-	-		-	200	200	*
	345,019	**296,031**	**(30,200)**	**-**	**610,850**	**77,670**	**611,050**	**13%**
Coordination & Project Development	**1,026,350**	**296,031**	**(30,200)**	**-**	**1,292,181**	**417,836**	**1,292,381**	**32%**
Active Travel	777,883	1,342,572	(140,984)		1,979,471	71,835	1,979,471	4%
Rail Network	-	135,631	-		135,631	-	135,631	0%
Aberdeen Rapid Transit	-	-	-		-	-	-	*
Bus Network	325,000	408,748	105,792		839,540	104,334	839,540	12%
Park & Ride	18,618	112,803	-		131,421	2,700	131,421	2%
Managing Demand	-	-	-		-	-	-	*
Reducing Emissions	250,953	110,519	287,481		648,953	-	648,953	0%
Encouraging Behaviour Change	-	-	-		-	-	-	*
Road Network	265,000	94,505	-		359,505	9,839	359,505	3%
Freight	-	-	-		-	-	-	*
Air and Sea	-	-	-		-	-	-	*
Road Safety	529,746	375,036	(222,289)		682,493	15,841	682,493	2%
Rural Accessibilty	-	-	-		-	-	-	*
Access to Health	-	-	-		-	-	-	*
Affordability of Transport	-	-	-		-	-	-	*
Access for All	250,000	-	-		250,000	-	250,000	0%
Places for People	50,000	-	-		50,000	-	50,000	0%
Various	-	-	-		-	-	-	*
Inverurie Interchange	-	-	-		-	-	-	*
Active Travel Development Officer Grant	100,000	-	-		100,000	-	100,000	0%
Insch Station	-	-	-		-	-	-	*
LRDF Laurencekirk to Aberdeen Mulit-modal Study	-	-	-		-	-	-	*
RTP Active Travel Grant	500,000	-	-		500,000	-	500,000	0%
Customer and Communities Infrastructure Fund (CCIF)	10,000	-	-		10,000	10,000	10,000	100%
Strategic Investment Programme	**3,077,200**	**2,579,813**	**30,000**	**-**	**5,687,013**	**214,549**	**5,687,013**	**4%**
Aberdeen Rapid Transit	-	-	-		-	137,140	137,140	*
City Region Deal	-	-	-		-	43,866	43,866	*
Total Expenditure	**4,103,550**	**2,875,844**	**(200)**	**-**	**6,979,194**	**813,391**	**7,160,400**	**12%**
Income								
Partner Contributions								
Aberdeen City Council	122,175	-	(15,100)		107,075	53,538	107,075	50%
Aberdeenshire Council	122,175	-	(15,100)		107,075	53,538	107,075	50%
Scottish Government - Core costs	782,000	-	-		782,000	391,000	782,000	50%
Local Rail Development Fund	-	-	-		-	-	-	*
CrossCountry Trains	10,000	-	-		10,000	10,000	10,000	100%
Integrated Transport Fund	-	-	-		-	-	-	*
Transport Scotland	500,000	-	-		500,000	(0)	500,000	0%
Sustrans	100,000	-	-		100,000	-	100,000	0%
Capital Grant & Use of Balances	2,467,000	2,875,844	30,200		5,373,044	1,233,500	5,373,044	23%
Investment Interest	-	-	-		-	19,935	19,935	*
Other Income	-	-	-		-	200	200	*
Aberdeen Rapid Transit	-	-	-		-	137,140	137,140	*
City Region Deal	-	-	-		-	43,866	43,866	*
Total Income	**4,103,350**	**2,875,844**	**-**	**-**	**6,979,194**	**1,942,716**	**7,180,335**	**28%**
Operating (Surplus)/Deficit	**200**	**(0)**	**(200)**	**-**	**(0)**	**(1,129,325)**	**(19,935)**	

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Appendix 2

Nestrans 2022/23
Proposed Virements as at 17 October 2022

Budget Head	Project	Current Budget	Proposed Virement	Revised Budget	Comments
Strategic Investment Programme					
Bus Network	Northfield bus terminus	25,000	(25,000)	0	Aberdeen City Council has advised that the Northfield bus terminus project will be paid by a developer and the Nestrans funding is no longer required.
Active Travel	Cycle Parking in Aberdeen Audit		25,000	25,000	Contribution to work being commissioned by ACC to identify and map existing publicly available cycle parking (type and no of spaces) and notes the condition and where any sites are over capacity to identify gaps and future need for improvements.
Active Travel	A98 Skene Street, Macduff footway reconstruction	18,750	(18,750)	0	Aberdeenshire Council has advised there was an error in where Crook O'Ness and Skene St start and finish in the original request for funding to Nestrans, but works on Skene St have previously been funded via the Council's roads maintenance budget and Nestrans funding not required.
Active Travel	A98 Crook O'Ness Street, Macduff footway reconstruction	40,625	18,750	59,375	Due to the initial error in the start point of this street, the scope of works has been increased and additional budget requested to cover extra cost.
		Total	**0**		

Budget Head	Project	Current Budget	Proposed Virement	Revised Budget	Comments
Co-ordination and Project Development					
Road Safety	Bespoke road safety education in towns with high incidences	40,000	(40,000)	0	Aberdeenshire Council has advised that although they are looking to recruit an additional officer they would have difficulties delivering their planned programme with current resources this financial year and intend instead to seek funding next financial year for these projects.
Road Safety	Cycle education linked to Integrated Travel Towns (Peterhead, Fraserburgh, Inverurie, Huntly and Portlethen)	10,000	(10,000)	0	
Active Travel Action Plan	Aberdeenshire Bike Bothy Project expansion to cover Peterhead area		30,000	30,000	Monies to be used to support the expansion of the Aberdeenshire Bike Bothy Project to cover the Peterhead Area. Cycling UK have been commissioned at a total cost of just under £73K, of which 50% will be recoverable via the Council's Smarter Choices, Smarter Places Grant.
Bus Action Plan	Real time information screens - cancelled bus trip details		20,000	20,000	Aberdeenshire Council wish to introduce the functionality to include messages on any cancelled buses on real time information screens in response to requests from Community Groups.
		Total	**0**		

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26 October 2022

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

1. Purpose of Report

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

2. Background

This report details meetings with other RTPs, Transport Scotland and other national transport bodies, highlighting issues of interest across Scotland.

3. Recent Developments

Meetings of relevance held since the last Board meeting on 7 September 2022 include:

- **8th September – Rail Quarterly Meeting**
  Rab Dickson, Kelly Wiltshire and Paul Finch met with Transport Scotland's Rail Team, Network Rail, ScotRail and Cross-Country Trains and received updates on rail matters affecting the north east

- **20th September – Accelerating the Decarbonisation of Last Mile Deliveries in Scotland**
  Paul Finch met with Transport Scotland's Climate change team and other stakeholders to discuss opportunities and challenges to achieving an accelerated decarbonisation of local freight deliveries across Scotland.

- **22nd September – EST EV infrastructure**
  Kelly Wiltshire attended a workshop facilitated by Energy Savings Trust, looking at the roll-out of infrastructure to support Electric Vehicles across Scotland.

- **27th September – City Region Deal Transportation Working Group**
  Rab Dickson and Paul Finch attended this meeting to discuss the transport matters covered by the City Region Deal. The meeting was also attended by representatives of Transport Scotland.

- **28th September – Symposium – Using Place as Lens to Improve Health**
  Paul Finch and Kelly Wiltshire attended this conference hosted by NHS Grampian focussing on links between place, community, and wider health and well-being.

- **30th September – Aberdeen International Airport Consultative Committee**
  Rab Dickson attended the Consultative Committee as substitute for Maggie Bochel, who is Nestrans' named representative. The meeting heard update from Mark

Beveridge, the Airport's Managing Director. It was noted that Aberdeen had won "Airport of the Year" at the Scottish Transport Awards.

- **4th October – Climate Ready Aberdeenshire Steering Group**
  Kelly Wiltshire represents Nestrans on the Climate Ready Aberdeenshire Group.

- **7th October – City Region Deal Joint Committee**
  Rab Dickson attended this rearranged meeting of the City Region Deal Joint Committee, held virtually on Teams. The Committee received progress reports, including an update on timeline for implementing the new Access road to Aberdeen South Harbour.

- **7th October – Aberdeen Net Zero Group**
  Rab Dickson attended the meeting of Aberdeen's Net Zero Carbon group.

- **11th October – Freight and Logistics – Proposals for an All-Party Parliamentary Group**
  Paul Finch attended this virtual meeting of a national grouping of freight and logistics interests, alongside regional and local government representatives, chaired by Lord Waverley. The proposed group is being established in response to the publication by the UK's Department for Transport of a Freight White Paper.

- **13th October – Bus Alliance Board meeting**
  Rab Dickson, Kirsty Chalmers and Adam Kench attended the meeting of the Bus Alliance Board. The meeting heard a presentation from Jacobs consultants on the Marketing & Comms supporting the Bus Partnership Fund (BPF) work, including Aberdeen Rapid Transit. There were also updates on the BPF work and the Bus Action Plan. The minute of this meeting is attached as Appendix A for members' information.

- **13th October – ACC/Big Issue Sharebike Progress Meeting**
  Attended by Kelly Wiltshire and Jon Barron, including update on progress of the scheme.

- **25th October – Aberdeen to Central Belt Rail Stakeholder Group**
  The regular stakeholder group for the Aberdeen to Central Belt Rail Enhancements project, will be replaced by a presentation to the Boards of both Nestrans and Tactran.

4. Future Programme of Meetings

The following meetings are scheduled between the preparation of this report and the next full meeting of Board scheduled for Thursday 15th December 2022.

- 27th October – Transport Scotland EV Workshop
- 27th October – Transport Governance and Review Group
- 31st October – Aberdeen Rapid Transit Councillor Briefing
- 1st November - HTAP workshop on changes to Life Expectancy in Scotland
- 2nd November – RTP Lead Officers meeting
- 2nd November – City Region Deal Programme Board
- 3rd November – RTP Lead's meeting with DfT Head of Regional Liaison
- 8th November – City Region Deal Transport Working Group
- 9th November – Scottish Freight & Logistics Advisory Group
- 9th November –Climate Ready Aberdeenshire
- 18th November – City Region Deal Joint Committee
- 25th November – SCOTS autumn business meeting
- 29th November – HTAP Steering Group
- 30th November – RTP Chairs meeting
- 1st December – Bus Alliance Board
- 1st December – RTP Lead Officers meeting
- 6th December – RTP Chairs with Transport Minister
- 7th December – Aberdeenshire Community Planning Board
- 8th December – Rail Quarterly meeting
- 12th December – Road Safety North East Scotland Lead Officers Group
- 13th December - City Region Deal Transport Working Group

5. Recommendation

It is recommended that the Board:

1. Note progress on liaison arrangements with other RTPs, the Scottish Government and others, and arrangements for future meetings.

Rab Dickson
Director

12 October 2022

Appendix A

North East of Scotland Bus Alliance

Minute of the Bus Alliance Board

(Marischal College)

Thursday 13th October 2022 at 10:00

Present	Robert Andrew, Chair (RA) Rab Dickson, Nestrans (RD) Peter Knight, Stagecoach Bluebird (PK) Graeme Macfarlan, First (GMc) Claire McArthur, Aberdeen City Council (CMcA) Kirsty Chalmers, Nestrans (KC) Adam Kench, Nestrans (AK)
On-line	Richard McKenzie, Aberdeenshire Council (RM) Caley McDowall, Jacobs (for item 2)
Apologies	David Dunne, Aberdeen City Council; Ewan Wallace, Aberdeenshire Council; Duncan Cameron, First; Greig Mckay, Bus Users Scotland; Doug Bain, Bains Coaches.

Item		Action
1	**Welcome & Apologies**	
	RA welcomed everyone to the meeting and did introductions.	
2	**ART / BPF Engagement, Marketing and Comms (*Jacobs attending for this item)***	
	a) Market research Summary slides that Jacobs can share with the Board. Caley McDowall of Jacobs to provide to Nestrans for circulation. GMc – was there anything from the research that was unique to ART? Reliability, frequency, and cost is something that gets fed back regularly to operators on bus services. Was there anything around people's willingness to change modes? PK – speed, reliability and cost are what operators set out to deliver every day. Is cleanliness perhaps a factor in response to Covid? Interesting point on Park and Ride, which didn't feature highly as a priority. RM – would be interested to see the specific comments on this. Caley to send slides to KC who will circulate round the group.	**KC**

	RD – people are reflecting more on the now as don't necessarily understand how it is different. Need to get across what is new and what is different. Next stage is to be able to think about getting this message across. In particular, what is the tipping point – what are the key trigger points to people considering a mode shift. The results of this will inform next steps of the work. **b) Visuals** GMc - Visuals appear strong – showing people the concept without too much detail. Suggested there may be an opportunity to evolve this into a video going forward? Personal suggestion was approximately a 90 second video. Caley – yes giving thought to video as we move forward. Challenging at the moment since we are not quite there with specific locations / routes. CMcA – people will, by their nature try to pick out what street is being depicted – will need to treat that quite carefully. **c) Progress and activities going forward.** Councillor briefing for all City and Shire councillors – 31st October. Will be a virtual session. Brand launch – still to confirm the date but likely to be early December. Will involve briefing sessions and briefing papers for key stakeholders. Photocall with accompanying press release to support launch of updated ART webpage. Discussions between Nestrans and key business representatives being arranged. Working on a programme for future activities. ***Action: Would be good to get a quote on behalf of the Bus Alliance in support of this and intend to circulate something in draft for agreement.***	**Jacobs & KC**
3	**Minute of the Bus Alliance Board**	
	Minute agreed One action on PK to see if someone from Stagecoach Group can come to a future meeting on BSIPs. PK has arranged for Peter Stephens to present at the December meeting.	
3	**Bus Partnership Fund Update**	
	Did have a session planned with Transport Scotland senior managers in Aberdeen last week but this has had to be re-arranged.	

4	**City Centre & Beach Masterplan**	
	Consultation on City Centre streetscape proposals and Beach Development Framework and George St mini-masterplan all ongoing at the moment. Feedback to Cllrs to Full Council meeting in December. Will include business case for all the streetscape improvements in the city centre and business cases for the beach area. Progress is happening quickly. Consultation activity over the last couple of weeks has been really good to have the feedback that they have. Involving 100s of people coming along. RA - are there indicative timings. Union St central is the key priority area. The Bridge St, Guild St, Market St bus priority will be implemented in early 2023. Will this overcome the issues that came up during the Spaces for People measures. CMcA – hopeful that can get that bus priority loop in that will help quite considerably. Infrastructure for passengers considered as part of this. If there are any issues or comments, then please let CMcA know.	
6	**Bus Action Plan Update**	
	BSIPs – GMc has received some information from TS on what they are expecting in terms of BSIPs. GMc will send this on. Happy to use this Bus Action Plan as the framework going forward and to submit this to TS as Match in Kind framework. Feedback from TS was trying to get to the crux of what operators are contributing to match in kind. Operators – quantify recent investments to have this information to hand. Need to be ready. RM has managed to source work on BSIP partnerships from England. RM and KC to discuss further in advance of the next meeting. RA - Is it worth workshop / brainstorm with other partnerships. RM agreed this would be very helpful. He is hearing some of the activities from an ATCO perspective, but it would be helpful to get a more global perspective.	**GMc**

	All partners to have a think about other partnerships that are progressing at a similar stage. ***Action: All partners flag other partnerships that we could work with to develop a BSIP.***	
7	**Partner Updates**	
	Stagecoach Currently operating around 80% of pre-covid mileage and demand around 90%. Within that they have demand under 60 is running at 7% above pre-covid levels, mostly being driven by the under 22 concession scheme as well as strong commercial patronage. Over 60s running at around 35% under pre-covid trips. Partly down to fewer journeys and partly shorter trips as tending to find people are staying in their own towns rather than making longer distance trips into Aberdeen. Stagecoach have registered some service changes to take place at end of October – general network housekeeping and just completed a consultation period with customers and local authorities. Thanks to RM and his team at Aberdeenshire Council. Service delivery – acute driver shortages across the UK as a whole but been fairly insulated from this as a whole. Around 4% vacancies within Aberdeen City but depots in northern Aberdeenshire have been able to counter these problems with low staff turnover and no difficulties recruiting. Pre- pandemic staff turnover was typically around 17% annually, went up to 22% but now back down to 18% so things are beginning to settle back down. Challenges with driver sickness which translates into short notice cancellations. Pre-pandemic averaged 1.3 sick days per driver per year but currently at 3.3 days per driver – think this is Covid and general ill health relating to challenges within the NHS. However, currently able to operate 99.6% of scheduled milage consistently. The remaining 0.4% is for all reasons of cancellation – such as ill health and mechanical issues. 22 new electric vehicles have now been in service for 6 months. Going well and getting good feedback from passengers. Winter will be interesting to understand how they cope through the colder weather. 13 EVs of the same model to arrive in Aberdeen at the end of this calendar year / early 2023. Will see associated infrastructure put into the bus station in Aberdeen, which will increase resilience in the network.	

	Transport Scotland's Network Support Grant (NSG plus) scheme came to an end last Sunday. The industry, through CPT are in discussions with TS and the Minister on what a future funding package might look like. Patronage is not back to where it was and there are significant cost pressures. No clarity as yet on what this might look like. Labour demands and cost impacts of fuel prices and commodity costs are starting to bite such as AdBlue which is used in the newer diesel buses has increased 4 times it's pre pandemic price per litre. Alongside tyres which have gone up 22%. Anything that can be done through ATCO or RTP chairs around lobbying for funding would be welcome. England and Wales have extended funding until the end of March. RD noted the drop in milage operated and asked if there is an intention to move back to the 100% mileage or have the services that have been lost, been lost permanently. Stagecoach had a lot of development mileage and there have also been tender changes. This 80% takes into account the LA tender changes, development mileage which didn't succeed and frequency reductions in the 59 and 727, linked to driver shortages. RD also asked about the potential reintroduction of Night Buses – is this something that is likely to return? PK indicated that they have had discussions with the Council and Aberdeen Inspired. Need some confidence and a safety net / something to underwrite it in the short term might give them the confidence to reintroduce them. Stagecoach do have a fully costed proposal prepared. The last 3 or 4 weeks in Aberdeen City (and Aberdeenshire) have been extremely challenging due to key roads being closed. Buses diverted resulting in services running up to an hour late. Has been raised with the Council but PK wanted to raise concerns about the apparent lack of co-ordination around key roads being closed and the impact that this has on their ability to operate reliable services. ***Action: CMcA will take these comments back to John Wilson, Chief Officer of capital.*** **First** Currently operating 83-84% of pre-covid mileage. Patronage at about 85-90%. About 31 drivers short but 13 agency drivers. This does remain a challenge for them. Doing aggressive recruitment campaigns nationally.	**CMcA**

	Bus stop punctuality is 77/78% so work to do to improve this. Hydrogen buses are performing pretty well and lost mileage is significantly down. Some vehicles still in Ballymena being repaired. New EVs arriving in Spring 2023. Keen to look at redistributing EVs from Glasgow up to Aberdeen. Under 22s – in Aberdeen this has really peaked, linked to return of students and now account for around 26% of transactions linked to under 22s. Night Buses – have reinstated them in their Glasgow business, but not Aberdeen. First are challenging TS on the fact that the Under 22 concession is not valid on night buses, routes with premium fares or additional routings. If it was valid this would certainly open up opportunities to re-introduce services. Network relatively steady, although in consultation on proposed service withdrawals for the X27 and the 8 and 8A. Majority of objections relate to the 8/8A. Relooking at the package on the back of these comments. Service changes would be made on 5th December. Davie Adam is meeting residents of Footdee next week as calls to reinstate look down the esplanade as previous changes have not been well received. RA noted that over 70 zero emission (hydrogen or electric) buses are now operating or being implemented soon across the region. RD asked what percentage of the fleet is this? Or what % of commercial mileage? ***Action: GMc and PK to provide figures on % of commercial mileage so we can promote the regional picture. Number of miles operated in the City and Westhill and number of miles operated by zero emission vehicles. Plus, the percentage of zero emission vehicles.*** Would be good to get the message more widely out there about how well the north east is doing in terms of hydrogen and EVs. RM noted that there has been some negative reporting on this Scotland-wide, so this would be a good time to counter this. RD also expressed an article that had raised concern that the percentage of vehicle was small despite a personal perception of high investment. Article- https://www.scotsman.com/news/transport/ambitious-snp-pledge-to-scrap-half-of-scotlands-diesel-buses-by-next-year-wont-be-achieved-3830785	**GMc & PK**

	Aberdeenshire Council Ready 2 Go around Inverurie – this pilot has been extended for an additional year. Trying to address operational problems with it, mostly related to the software. Evaluation report produced by Stantec. Positive impacts in terms of patronage and carbon emissions but extremely expensive. Entering budget process and echo comments made on the funding pressures that are happening at the moment and are flagging up these impacts and the likely impacts on tender pricing. Also flagging impacts on the finishing of the NSG plus funding and the impacts of reduced concessionary passengers. Fully appreciative of the costs that the industry are having to address. Budget received an additional boost of £0.25m for this and last financial year for digital DRT, but it is unlikely that this will continue beyond the 2-year funding limit. **Aberdeen City** Working through with HR colleagues on appointment of a Bus Partnership Fund Manager. Will report back on this as progress is made. Recently undergone a change in Committee Structure. A new Net Zero Environment and Transport Committee. First meeting in November. Undertaking convener meetings to provide background on reports. **Nestrans** Since the elections in May we have a new Chair, Councillor John Crawley of Aberdeenshire. It is intended to undertake a study visit to Belfast.	
7	**AOCB**	
	No other items were raised	
8	**Date of Next Meeting: 1st December 2022.**	

4.2 - Climate Change Reporting

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 Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 and report on our annual emissions.

o Background

Legislation was introduced in 2019 in the form of the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, which set targets to reduce greenhouse gas emissions to Net zero by 2045, and interim targets of: 56% reduction by 2020, 75% by 2030 and 90% by 2040 based on a 1991 baseline. The Scottish Government Climate Change Plan also commits to a number of more specific targets, the most relevant to Nestrans, is to reduce car kilometres driven by 20% by 2030, relative to 2019.

Transport (including international shipping and aviation) accounts for 36% of Scotland's greenhouse gas emissions under the definition set out in the Climate Change Scotland Act. Of that, Road transport makes up 66% of transport greenhouse gas emissions. https://www.transport.gov.scot/publication/scottish-transport-statistics-2021/chapter-13-environment/

In the financial year 2021/22, Nestrans staff still worked predominately from home around 95% of the time. Meetings were also held predominately virtually, although some in-person meetings and site visits had started again, as the restrictions from the pandemic lessened.

o Nestrans' Carbon Emissions Reporting

This is the eighth year that Nestrans has reported on our emissions under Climate Change duties. The deadline for reporting to the Scottish Government on emissions for the financial year to end March 2022 is 30 November 2022.

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.

Members should note that emissions factors change each year, so a direct comparison year on year can reflect changing emissions factors, as much as improving practices.

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 Archibald Simpson House was still occupied during 2021/22 and Nestrans continue to be billed for a share of electricity, water and waste for our proportion of Archibald Simpson House, this will not necessarily be an accurate reflection of the energy and waste used by Nestrans during this year. 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.

Table 1 outlines Nestrans' carbon emissions reporting for financial years 2021/22 and 2020/21.

Table 1: Nestrans' Carbon Emissions Reporting 2021/22 and 2020/21

Emission Source	Units 2020/21	Units 2021/22	Emission Factor (kg) 2020/21	Emission factor (kg) 2021/22	tCO2e 2020/21	tCO2e 2021/22
Grid Electricity (generation)	24,755.6 kWh	16,275 kWh	0.23314	0.21233	5.77	3.50
Grid Electricity (transmission & distribution losses)	24,755.6 kWh	16,275 kWh	0.02005	0.01879	0.54	0.30
Water - Supply	35.8m3	26.0m3	0.11000	0.11000	0.004	0.003
Water - Treatment	35.8m3	26.0m3	0.23000	0.23000	0.008	0.006
Refuse Municipal/Commercial/ Industrial to combustion	0.93 tonnes	0.93 tonnes	21.31700	21.29357	0.02	0.02
Mixed Recycling	0.45 tonnes	0.45 tonnes	21.31700	21.29357	0.01	0.01
Organic food and drink - Composting	0 - Food waste collection was cancelled in 2020/21 since staff were working from home	0 - Food waste collection was cancelled in 2020/21 since staff were working from home	-	-	-	-
Domestic flight (average passenger)	0	-	-	-	0	0
Short Haul Flight (average passenger)	0	-	-	-	0	0
Rail (National rail)	0	-	-	-	0	0
Average Car – Unknown Fuel	402 km	1444 km	0.17140	0.17140	0.07	0.25
Bus (local bus, not London)	0	-	-	-	0	0
Sub-Total					**6.42**	**4.09**
Staff Travel to Work	639km	1,845km	various	various	0.06	0.21
Estimate Home Working emissions	100% of 9 FTEs	95% of 7 FTEs	0.30000 tCO2e/FTE/ annum	0.30000 tCO2e/FTE/annum	2.70	2.00
TOTAL					**9.12**	**6.30**

o Nestrans' Additional Responsibilities and Duties

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

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

In its report for the financial year 2021/22, for the first time, Nestrans is obliged to set targets to reduce its climate change emissions and set a date for when it will become Net Zero.

o Proposed Targets

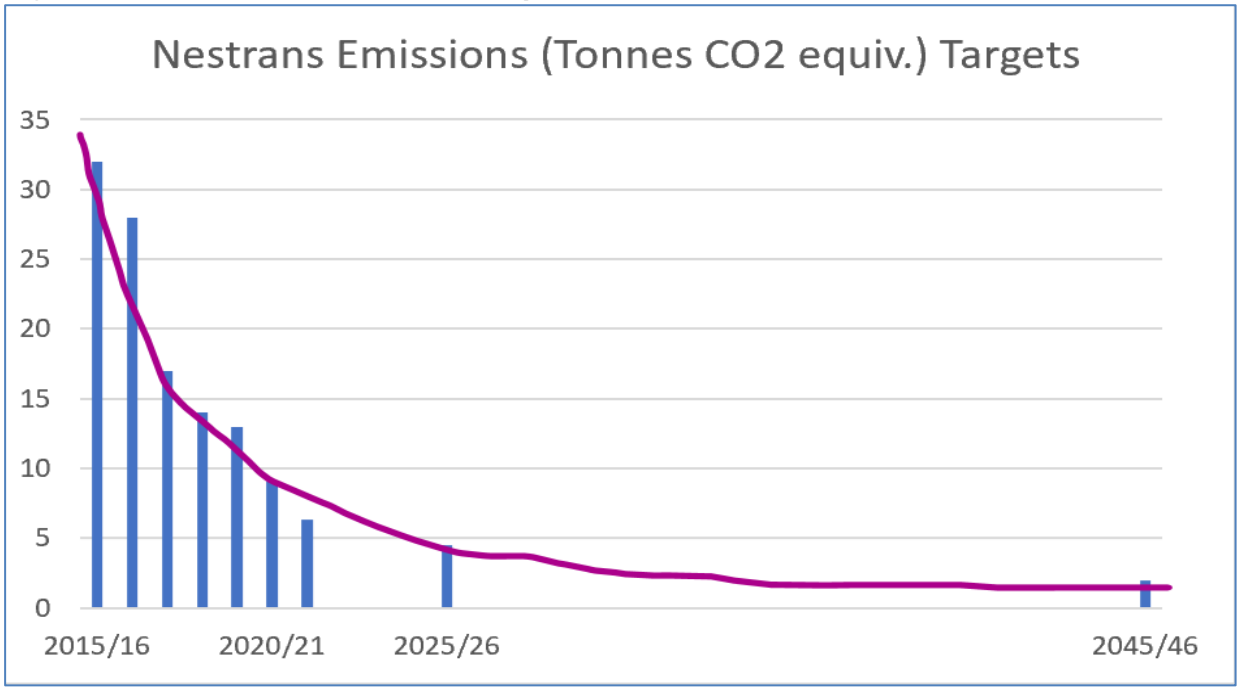
It is recommended that the Nestrans Board adopt the following targets:

Target 1:
To reduce Greenhouse Gas Emissions by 50% between 2020/21 and 2025/26.

Target 2:
To achieve Net Zero emissions before 2045.

In 2020/21, emissions were 9.1 tCO2e therefore this target would commit the organisation to reduce its emissions to less than 4.5 tCO2e by 2025/26. The historic trend of emissions is shown in Figure 1 below, including an illustration of the proposed target.

Figure 1 – Nestrans' Historic and Proposed Carbon Emissions



With respect to adaption to the impacts climate change, whilst our strategies and policies consider this issue, it is not an area of direct influence for our operational activities.

With respect to acting Sustainably, with sustainable development as a Core Value, Nestrans shows its consideration and commitment to the Climate Change Acts and targets and these elements and values, through its new Regional Transport Strategy 2040, which has Climate Change as a pillar and improving air quality as a key priority. The Strategic Environmental

Assessment carried out as part of the development of the Regional Transport Strategy also shows our consideration of these.

As well as the strategy, as part of its day-to-day work, Nestrans also sits on the Sustainable City group of the Aberdeen City Community Planning Partnership and leads on two LOIP projects with targets for improving walking and cycling rates. In Aberdeen, the Director leads on the Mobility theme for Net Zero Aberdeen and in Aberdeenshire, one of Nestrans Transport Executives, Kelly Wiltshire, is Vice Chair of Climate Ready Aberdeenshire and Nestrans sits on the HEAL (Healthy Eating Active Living) group for the Aberdeenshire Community Planning Partnership.

In terms of day to day procurement activities, we follow the policies and procedures established by the Central Procurement Unit, and the HR and Operational policies established by Aberdeenshire Council.

o Mitigation and Carbon Off-Setting

Mitigation

Nestrans continues to mitigate its emissions by reducing the amount of greenhouse gases that is emits through, reducing water, electricity and travel usage. However, as Nestrans are tenants of Archibald Simpson House, projects to mitigate emissions through improving efficiency of the building such as insulation, energy efficient lighting and installation of renewables, is outside of our direct control, falling to landlord as responsibilities.

Carbon Offsetting

Carbon offsetting is where organisations or individuals pay to offset some of their carbon emissions through paying for projects such as planting trees or carbon sequestration.

The costs for offsetting are priced per tonne of CO2e and the cost varies depending on how it is arranged and where it is done. There are schemes in Scotland for carbon offsetting with organisations like Forestry and Land Scotland. The Scottish Government has published Interim Principles for Responsible Investment in Natural Capital - gov.scot (www.gov.scot) ahead of the Land Reform Bill going forward to Parliament in 2023. At present Nestrans has no plans to off set carbon emissions and is working to reduce emissions by mitigation over the longer term. However it will continue to monitor closely the trend of emissions reductions, as well as wider public sector practices in organisations of similar size and make up with regard to best practice.

o Recommendations

It is recommended that the Board:

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

2. Approve the proposed targets for Nestrans to reduce its emissions and work towards Net Zero emissions.

Kelly Wiltshire
Transport Executive
17 October 2022

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26 October 2022

5.1 - Freight Issues Update

1. Purpose of Report

1.1 This report updates the Board on a variety of current issues relating to the movement of freight. It recommends holding an in-person regional freight forum meeting as a means to re-engage with regional stakeholders on this important topic.

2. Background

2.1 The Regional Transport Strategy, Nestrans2040, includes the following actions for freight:

- FR 1 To continue to facilitate a North East Freight Forum to provide a voice for freight interests and an avenue for dialogue between business and decision-makers.
- FR 2 To continue to develop freight routes, facilities and provide freight information to support logistics companies in making efficient and effective decisions benefiting their businesses and the region.
- FR 3 To provide opportunities and facilities to enable a mode shift from road-based freight to sea or rail, where appropriate and efficient, including access to ports and railheads as well as adequate rail freight facilities.
- FR 4 To support the development of connections from Craiginches Rail Freight terminal to Aberdeen South Harbour, recognising the potential future importance of the movement of goods between the two.
- FR 5 To promote the opportunities for less environmentally damaging practices, by supporting the use of cleaner vehicles such as through the ECO Stars programme, encouraging mode shift to rail freight or maritime where appropriate, break bulk and effective last mile solutions where there is a demonstrated need.
- FR 6 Support the uptake of cargo bikes and alternatively fuelled smaller vehicles for shorter distance internal freight movements within the region.

2.2 The Covid pandemic, and various other national pressures (fuel prices, HGV driver shortages, import/export issues, etc) have highlighted the vital importance of the freight and logistics sector to our economy and society. As North East Scotland can be viewed as being relatively peripheral to UK import/export gateways and distribution hubs, there is an increased reliance on our strategic freight connections, and higher transport costs. This is particularly so when considering the freight and logistics needs of key sectors such as energy, food processing, and sea food – alongside the day to day demands of retail (both conventional and on-line)

2.3 Furthermore, there is an over-riding imperative to decarbonise the freight system. The means to achieving this need to be carefully considered to ensure that this meets both our environmental goals, but also commercial supply chain needs.

2.4 Officers currently engage on a Scottish basis with freight and logistics interests via ScotFLAG (Scottish Freight and Logistics Liaison and Advisory Group), attended by the Strategy Manager. Opportunities to contribute to policy development also arise via other channels, most recently via the proposed establishment of a UK All Party Parliamentary Group (APPG) on freight matters. Officers also maintain regular stakeholder contact with key regional players such as the Port of Aberdeen, Chamber of Commerce and Aberdeen International Airport.

3. UK White Paper

3.1 In June 2022, the Department for Transport published a white paper "Future of Freight: a long-term plan", billed as the first ever cross-modal and cross-government plan for the UK Freight Sector. The work recognised that an effective freight policy needs full understanding of the different freight modes (air, sea, rail, strategic road, local distribution), their integration, the points of transhipment between modes, and warehousing/goods processing. Such an overarching policy has been difficult to achieve as different elements sit with different legislative responsibilities, across different geographies, and indeed much is wholly commercial.

3.2 Five priority areas were identified in the White Paper, as follows:

a) National Freight Network (NFN) – identification of a network across road, rail, maritime, aviation, inland waterway and warehouse infrastructure, with a long-term aim to remove barriers which prevent the seamless flow of freight.

b) Enabling the transition to net zero – with the aim to support the entire sector realise the goal of net zero by 2050.

c) Planning – focussing on planning reform opportunities, recognising that housing and industrial/service/retail developments must all be supported by commensurate development in logistics and warehousing facilities.

d) People and skills – implementation of a generation logistics campaign helping to reset the sector's image, and highlighting range of career paths.

e) Data and Technology – increasing both digitalising and automation in the sector, as well as wider innovation.

3.3 The above points are all pertinent to the Nestrans area. A national freight network mirrors calls made by Nestrans to replace the previously established Trans-European Network of strategic routes in its response to the DfT's Union Connectivity Review. Nestrans is currently supporting work to develop options for low-carbon freight movement via the City Region Deal and Green Freeport Bid, and engaging with Transport Scotland's interest in decarbonising "last mile logistics".

3.4 At time of writing the outcome of the North East's Green Freeport Bid is unknown. If successful, the bid includes provision for logistics innovation, decarbonisation, skills development, and streamlined planning measures (masterplan consent areas), all providing opportunities for benefits in the identified bid areas, but also with wider beneficial impacts across the region.

4. Rail-Freight

4.1 It is recognised that across the UK, the proportion of freight carried by rail will need to grow in order to achieve net zero ambition for the freight and logistics sector. However,

currently there are constraints to achieving this, which include the capacity of rail infrastructure, the range of rail freight services available and their "match" with the region's goods movements, and also the commercial agility of the rail freight sector relative to the road freight sector.

4.2 It is within this context that officers from Nestrans recently contributed to the Department for Transport's call for evidence on future Rail Freight Growth Targets and related issues. The officer's response is included as Appendix A to this document, with an anticipation that DfT will continue with further consultation on this matter within this financial year.

4.2 The project to upgrade rail infrastructure between Aberdeen and the Central Belt to achieve passenger journey time savings also includes enhanced provision for rail freight, mainly through opening up more freight paths. There are also supplementary benefits for rail freight arising from the project to electrify the line to the central belt, arising from the need to remove height restrictions (gauge enhancement), as well as the benefit arising from electric locomotive hauled freight trains. The new Aberdeen South Harbour, adjoining Energy Transition Zone, and wider net zero ambition also now combine to herald new potential regional opportunities for rail freight.

4.3 Funded by the City Region Deal Strategic Transport Appraisal, Nestrans are commissioning a study to look at rail freight opportunities across the region, with a particular focus on rail freight terminals to the south of Aberdeen adjacent to the new South Harbour. This area corresponds with the master-planning exercise being led by Energy Transition Zone Ltd, and also allows consideration of opportunities arising from Hydrogen production and distribution. Outcomes from the study will be reported back to the Nestrans Board in due course.

5. Low Carbon Road Freight Vehicles

5.1 There is significant interest at a UK, Scottish and regional level on accelerating the decarbonisation of road freight. For light goods vehicles, progress has been made on Battery Electric powered vehicles, and these are now available to the market. As these vehicles make up more of the fleet, an issue will be the availability of suitable charging infrastructure for commercial operators. Local authority partners are currently engaging in projects considering future delivery options for the charging network, and this will be a consideration.

5.2 The larger the goods vehicle, the more difficult it gets to power the vehicles with batteries, without using up their weight and payload capacity. Hydrogen powered vehicles are generally accepted to provide the most appropriate low carbon solution. It is also recognised that 28T to 32T Rigid Freight Vehicles are most likely to start becoming available in Right Hand Drive trial versions prior to 44T Articulated Lorries.

5.3 The North East Green Freeport bid includes an innovation project seeking to introduce a trial of Hydrogen Freight to supplement current logistics operations between Aberdeen and Peterhead, supplemented by Hydrogen Re-fuelling capability in Peterhead. Nestrans officers will continue to work with regional hydrogen interests to progress this concept, building on earlier work considering opportunities within public sector fleets.

6. E-Cargo Bikes

6.1 Nestrans currently manages a small fleet of six e-cargo bikes, facilitated by grant award linked to City Centre air quality. The bikes are offered on a charge-free loan basis to businesses, in return for regular feedback on their usage, lessons learnt etc, with the aim of allowing the organisations to "try before they buy". At the present time, three of the bikes are unallocated, although officers are dealing with two strong notes of interest, and it is hoped that these can shortly be loaned out.

6.2 "Last mile logistics" can be the most complicated element of the freight delivery chain, and it is recognised that Cargo bikes may not be a universal fit for all situations. However, there have been a number of successful applications to date, noting that they can be very valuable for "operational" needs, and shorter distance "out and back" parcel deliveries. Nestrans officers will continue to support the initiative, and importantly use their experience to inform future policy and project initiatives being rolled out regionally and across Scotland.

7. Freight Forum

7.1 Nestrans have previously hosted "Freight Forum" events (typically on an annual basis), providing an opportunity to engage with regional and national economic, freight and logistics interests. The last Nestrans Freight Forum was held virtually in February 2021. It is recognised that there have been numerous policy and project changes since this time, and therefore officers consider it appropriate to propose hosting another event. This would be an in-person event, including regional stakeholders and freight / logistics interests. Previous events have included presentations, workshop and discussion sessions, as well as networking opportunities over lunch. With a six to eight-week lead in, it may be most appropriate to hold the event early in the New Year.

7.2 The agenda could be built up around some of the key issues discussed in this report, infrastructure updates, and possibly some wider information around skills etc. Officers would be happy to consider suggestions from the Board, if they are content to progress with this proposal.

8. Recommendations

8.1 It is recommended that the Board:

1. Note the updates to freight policy, rail freight, low carbon road logistics and cargo bikes presented in the report.

2. Note the submission in response to DfT's call for evidence on rail freight growth targets presented in Appendix A.

3. Approve proposals for the hosting of a freight forum event for regional stakeholders.

Paul Finch
Strategy Manager

17 October 2022

Appendix A

Response to DfT Call for Evidence on Rail Freight Targets

Submitted to Rail Freight Growth Target Call for Evidence
Submitted on 2022-09-23 17:26:19

PART ONE: INTRODUCTION

About you

i) What is your name?
Paul Finch

ii) What is your email address?
Nestransinfo@nestrans.org.uk

iii) What is your job title?
Strategy Manager

iv) Are you responding as an individual or on behalf of an organisation?
Organisation

v) What is the name of your organisation?
Nestrans

vi) What is the role of your organisation? Please describe:
Scottish Regional Transport Partnership

vii) What region(s) does your organisation currently operate in?
Scotland

viii) Are you a current rail industry stakeholder?
Yes

ix) Which of these options best describe the organisation you work for or are representing?
Sub National Transport Body

PART TWO:
UNDERSTANDING YOUR VIEWS ON RAIL FREIGHT GROWTH

i) On a scale of 1 (low importance) to 5 (high importance), how important is rail freight growth to you or your organisation?
4

ii) On a scale of 1 (highly ineffective) to 5 (highly effective), how effective do you think a growth target will be in incentivising rail freight growth?
4

iii) How do you think a target can incentivise rail freight growth? Please consider any opportunities, challenges, benefits and disbenefits:
Provides an opportunity to focus government and industry on incentivising growth and tackling barriers to achieving that growth.
Challenges relate to being seen to be too ambitious, not ambitious enough, and the lack of a credible delivery pathway for the targets.

Benefits are that it can speed up progress that might otherwise occur.
Disbenefits are that it can harmfully distort priorities.

UNDERSTANDING YOUR VIEWS ON MEASURING A GROWTH TARGET

i) Of the options described in Table 1, what do you think is the best metric for measuring a future growth target?
Carbon reduction

ii) Are there any other metrics that you would suggest for measuring a future rail freight growth target? Please specify:
Freight moved by category (tonnes), and distance travelled.

iii) Over what timeframe should the growth target be set?
Rail Industry Investment Control Period 7 (2024 – 2029)

iv) If you chose an answer with an end state (with or without intermediate targets), please specify what you think the end state should be and why:

v) Across what geography should the rail freight growth target apply?
Separate targets for the Regional Divisions of GBR

vi) Should the rail freight growth target be designed to cover all market sectors, or should there be several market-specific targets?
One target

UNDERSTANDING YOUR VIEWS ON DELIVERING A GROWTH TARGET

i) How can the public and private sector work closer together to ensure a future growth target is delivered? Please outline:
Freight and logistics operate in a competitive market environment.
The wider public sector can support policies to encourage rail freight, and help share strategic information on markets to commercial operators.
Terminals that are not "open access" can be a barrier; blocking of freight paths even if not used can be a barrier.
Incentivising rail freight may require measures to de-incentivise road freight in some instances, on the grounds of environmental / carbon impact.

ii) What is needed from the supply side of the rail industry (commercial operators, GBR and Government) to support the growth of rail freight? Please outline any concepts or actions that are needed and include the associated benefits and costs:
Building up the availability of freight paths, and continuity of paths during maintenance.
Building up the network of routes with appropriate gauge clearance, particularly for multi-modal container traffic.
Reviewing Fright Facilities Grant and other grants that respond to the market opportunities that are available.

iii) What impact would these concepts or actions have on rail freight growth?:

Significant modal shift will only occur in the instance of capacity, freight services, costs, and level of service are more comparable with road haulage.

iv) What are the potential trade-offs (eg capacity or access) to deliver these concepts or actions?:

It may require a fundamental shift in service offering in order to be responsive / agile / competitive with road haulage, a sector which is traditionally more flexible, cheaper and has easier customer access / terms and conditions than rail freight.

v) Which one of these concepts or actions would be most significant from a costs and benefit perspective?:

For the north east of Scotland, regular services, to key hubs, using full sized containers, catering for multi-users. Services that integrate with cross border services to import/export hubs, or core UK distribution hubs.

Do you have any other comments you would like to add to support your response to Part Two? Please outline:

None

ENDS

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26 October 2022

5.2 - Strategic Active Travel Routes

1. Purpose of Report

1.1 This report updates the board on progress in the development and implementation of strategic cycle / active travel routes linking Aberdeen City and Aberdeenshire.

2. Strategy and Delivery Roles

2.1 The RTS, Nestrans2040, includes the following actions.

AT 1: Upgrade existing routes and develop a network of high quality and safe active travel routes across the region, focussing on the key priorities listed below.

Safe and segregated active travel connections within and connecting to Aberdeen City Centre from the main commuter towns, in line with and to complement the objectives of the Aberdeen City Centre Masterplan. Wherever possible routes should be segregated and road space reallocation should also be considered to allow cyclists, pedestrians and wheelers (especially those less confident and able) sufficient space. Priority corridors have been identified below, some or all of which may be suitable for designation as 'Active Travel Freeways' as proposed by Transport Scotland:

i. Westhill to Aberdeen City Centre;
ii. Inverurie to Aberdeen City Centre;
iii. Stonehaven to Aberdeen City Centre via Chapelton, Portlethen, Cove, Altens, Torry and the South Harbour;
iv. Ellon to Aberdeen City Centre; and
v. Banchory to Aberdeen City Centre.

AT 2: Continue to protect, maintain and improve the Deeside Way and Formartine & Buchan Way as segregated, green transport corridors. Consideration should also be given to the creation of further green corridors and appropriate biodiversity improvements when looking at segregated active travel provision on other links.

2.2 Nestrans provides a regional liaison and co-ordination role, facilitates links with organisations such as Sustrans, and helps to secure funding for route improvement projects. Delivery of the projects typically rests with the respective local authorities, who in most instances are the local roads authority, or in the instance of off-road paths, have responsibilities for maintenance and development of core paths under the relevant access legislation.

3. Progress of Identified Strategic Routes

3.1 Westhill to Aberdeen City Centre

Route Status: Off road cycle route present between Westhill and Hazlehead Roundabout. On-road advisory cycle lanes from Hazelhead Roundabout to Queens Road / Anderson Drive roundabout. There are breaks in continuity of route (eg at five

mile garage), and the route not to current design standards, although it is a well-used route.

Current Work: A944/A9119 Multi-Modal Corridor Study (MMCS) is considering options to improve the current provision on the corridor. Nestrans funded study set out options for improvements between Kingswells and Westhill compliant with design standards.

Next Steps: Completion of A944/A9119 Multi-Modal Corridor Study, and gaining technical, political and stakeholder agreement on its proposals is the next key stage.

Target Dates: Aim to complete MMCS works early in 2023.

3.2 Inverurie to Aberdeen City Centre

Route Status: Within Aberdeenshire Council area, the initial phase to connect Inverurie to Kintore has been completed and is operational. The second phase aims to complete the connection between Kintore and Blackburn. At present there are un-classifed road options for this link, but no route option along the A96(T). Within the Aberdeen City area, there is no link other than the A96(T) for the section between Blackburn and Dyce Drive. Between Dyce Drive and Woodside there is off-road shared use provision, and use of on-road Bus/Cycle/Taxi lanes. The Berryden Corridor Improvement project will provide segregated continuous cycling facilities and additional pedestrian crossings over its length and the Berryden Active Travel Connections work is developing options to extend provision towards the City Centre.

Current Work: Within Aberdeenshire, for the section between Kintore and Blackburn, design consultants have been commissioned. Topographic surveys, title searches and draft design works have been completed. An initial landowner engagement exercise has been completed and the draft design has been shared with Transport Scotland for comment prior to finalising the design and sharing with landowners. 'Link' routes to connect Kemnay to Kintore and Inverurie have been identified and committee approval has been granted to further develop these links, with design work on these links now also underway.

Within the Aberdeen City boundary, there has been no progress on the link between Blackburn and Dyce Drive, pending clarity on Transport Scotland's plans for A96 improvements in this area. Options for active travel proposals have been identified in the A96 Multi-Modal Corridor Study and the Berryden corridor improvement is a committed project .

Next Steps: For Kintore to Blackburn, secondary landowner engagement to agree access. Public engagement on final design prior to confirming the route, drawing up legal agreements and publishing the tender to contract the works. For Blackburn to Dyce Drive, the next steps are to await the outcome of the A96 dualling project review due this year. For Dyce Drive to Aberdeen City, the next step is completion of A96 Multi-Modal corridor study.

Target Dates: For Kintore to Blackburn, aiming for works on site June 2023. Within Aberdeen City, aim to complete MMCS work early 2023 and the Berryden corridor improvement is programmed to be fully opened in 2025.

3.3 Stonehaven to Aberdeen City Centre via Portlethen

Route Status: The only route linking Stonehaven, Portlethen and Aberdeen is the National Cycle Network Route 1, which is circuitous, on-road, with no dedicated provision. Stretches of shared use cycle route have been installed between Hareness Roundabout and Old Wellington Road, as well as along North Esplanade West.

Current Work: Aberdeenshire Council have competed a feasibility study considering the A92 route into Aberdeen from the south. The route from Stonehaven will be delivered in Phases with Aberdeenshire Council aiming to work from the city boundary first delivering a route between Portlethen and Aberdeen then linking Newtonhill, Muchalls and then Stonehaven. A draft design has been prepared based on what is currently the most feasible route alignment from Portlethen (linking into the Portlethen Integrated Travel Town infrastructure proposals) to the Aberdeen City Boundary (Marywell). Title searches based on the proposed alignment currently ongoing.

Within Aberdeen City Council, proposals for measures on Wellington Road were identified in the Wellington Road Corridor STAG appraisal, which was approved in 2021. The link between Wellington Road and Marywell is currently subject to design development.

Next Steps: Between the Aberdeen City boundary and Portlethen, the next steps are the completion of title searches to inform the landowner engagement phase. This will then move to early engagement with affected landowners including Transport Scotland, design amendments based on landowner engagement and road safety assessments. A wider community engagement exercise to inform final design prior to developing contract and tender documents will be undertaken. Within Aberdeen City, the next stages are to complete the design review and progress to project implementation.

Target Dates: For Aberdeenshire section: April 2023 – Oct 2023 Landowner and community engagement exercise; December 2023: Complete land access agreements; June 2024: Works on site. No dates currently available for Aberdeen City Council section.

3.4 Ellon to Aberdeen City Centre via Balmedie

Route Status: There is currently no continuous route available, although sections of the route have off-road shared path provision, bus/cycle/taxi lanes, and off-road provision.

Current Work: Within Aberdeenshire, a feasibility study has been completed and subsequently a draft outline design has been developed. The proposed phasing of this project aims to initially connect Ellon, Newburgh and Foveran as this would deliver immediate tangible benefits. With an off-road linkage provided to Foveran, access south is continued via the former A90 onto Balmedie with proposals to upgrade this route as a second phase to overall delivery. Sections between Balmedie and Blackdog will be upgraded to provide a continuous bound surface (Millden Section). Engagement has taken place with Foveran Community Council and a key landowner. Wider landowner engagement is scheduled to take place in October via a hosted

meeting. Officers have been liaising with Aberdeen Roads Ltd (ARL) in order to progress surfacing works at the Millden area of the Balmedie-Blackdog section of the route.

Within Aberdeen City area, an outline design has been developed between Blackdog and Murcar, which is currently subject to design review. Sections between Bridge of Don and City Centre are being captured as part of the A96 MMCS.

Next Steps: Within Aberdeenshire, following the landowner engagement exercise, the design will be refined, and the project will be made public for a wider community engagement exercise. A second round of landowner engagement will take place and Transport Scotland will be presented with draft proposals. Agreement with ARL to undertake surfacing at Millden. Aberdeen City will complete the design review of the Blackdog-Murcar section and then move to project development as resources become available.

Target Dates: For Aberdeenshire section: October 2022 – Feb 2023, Landowner Engagement and Community consultation; October 2023: Works on site. No programme available for project delivery within Aberdeen City Council area.

3.5 Banchory to Aberdeen City Centre and Deeside Line / Deeside Way

Status: The principal provision on the corridor is the Deeside Line / Deeside Way forming a continuous route between Banchory and Aberdeen. The section between Duthie Park and Peterculter is off-road and surfaced; sections between Peterculter and Drumoak use minor roads and paths/tracks, across a variety of surfaces, and is more suited to leisure activity. The section between Banchory and Drumoak uses the alignment of the former railway. Advisory on-road cycle lanes are present on sections of the A93 North Deeside Road between Peterculter and Aberdeen City Centre.

Current Work: The first stage of the A93 Multi-Modal Corridor study was recently presented for consultation. This is the main process by which further improvements to the route will be identified, other than ongoing surfacing and strategic upgrades to the existing Deeside Way.

Next Steps: Completion of A93 MMCS and assessment of options for progression.

Target Dates: Spring 2023 for completion of MMCS.

3.6 Formartine and Buchan Way

Status: Continuous off-road route between Dyce Railway Station to Newmachar, Ellon, Maud, Strichen, Fraserburgh, Longside and Peterhead. Surfaced between Dyce and Parkhill, and within the built-up area of Ellon.

Current Work: Route review undertaken 2021/22 identified the requirement to remove physical access barriers on the route which in some instances prohibit access to the route across many sections our community. Work ongoing to replace bridges on the route.

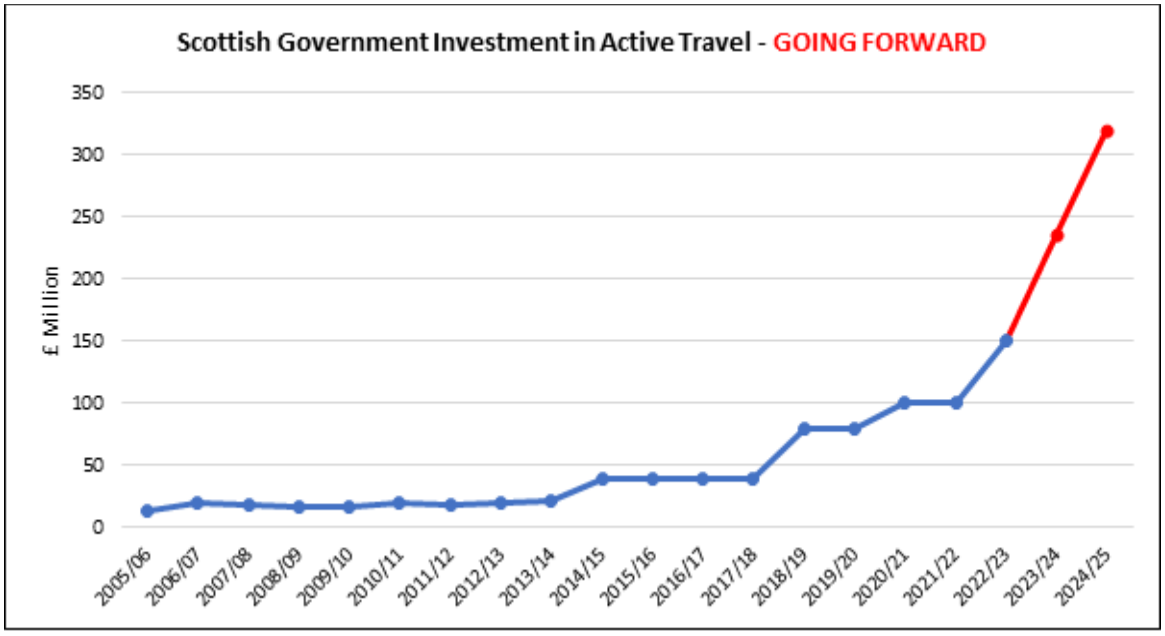
Next Steps: Ongoing bridge replacement programme, and works to remove access barriers.

Target Dates: Access barrier removal work identified for FY23/24. Continuation of rolling programme of bridge replacement works for FY23/24.

4 Future Development Opportunities

4.1 The status review presented above clearly demonstrate that despite strategic alignment on priorities across the region, project progression and delivery is uneven. Council officers have citied resourcing pressures and competing delivery priorities as a root cause of this situation. Looking forward there are a number of developments that provide opportunities to address these issues at national and regional level.

4.2 The Scottish Government has committed to significant year on year increases for the development of active travel infrastructure. In September 2021, as part of 'A Fairer, Greener Scotland: Programme for Government 2021-22' the Scottish Government committed to spend at least £320 million, or 10% of the total transport budget, on active travel by 2024/25. The figures below clearly show this significant increase nationally, particularly in recent and future years. As a further comparative illustration, in 2022/23 the Scottish Government budget allocation for active and sustainable travel is around £143 million.



4.3 Transport Scotland are in the midst of an Active Travel Transformation Project, due to report to Government at the end of 2022, to look at how best all involved can 'maximise opportunities in active travel delivery for the most effective and efficient achievement of active travel outcomes'. Focus areas include innovation and exemplar activity, capacity and capability, funding and design governance, enablers and barriers and leadership and co-ordination. Workshops hosted by the project team have been attended by Nestrans officers, with a clear emphasis on the importance of multi-year funding support, revenue as well as capital funding, and on achieving effective delivery mechanisms.

4.4 Transport Scotland's second Strategic Transport Projects Review (STPR2) included proposals for a series of Active Travel Freeways, specifically highlighting their applicability for Aberdeen, as well as Glasgow and Edinburgh. The concept as described corresponds closely to the vision set out in the RTS for strategic cycle routes, and if the final outcome from the STPR2 process (Strategic Transport Investment Plan) continues to support this vision, it will further support the delivery imperative for these routes.

4.5 Nestrans receives grant funding each year from Sustrans to support the work of the Active Travel Delivery Officer. This financial year it has supported a proposal to commission work on the development of a strategic active travel network for the region, identifying routes, priorities, appropriate delivery pathways, and funding opportunities, supported by appropriate evidence. This work will be progressed in close liaison with officers of both local authorities, recognising that officers in the City Council have also received a similar instruction to develop a City-Wide active travel plan, and both are undertaking work on their respective Local Transport Strategies.

4.6 The above technical work complements the review and update of Nestran's Active Travel Action Plan (2014) which is recognised as priority over the coming 12 months. Nestrans' officers have identified that this Action Plan should be accompanied by a governance structure that matches other regional action plans (such as the Bus Action Plan, Health and Transport Action Plan etc), such that there is improved oversight and reporting of the progression of key priorities, and actions. Accordingly, officers will consult with local authority partners on the most appropriate and effective structure and remit, bringing a paper back to the Board on proposals.

5 Recommendations

5.1 It is recommended that the Board:

1. Notes the current policy, and delivery responsibilities for strategic cycle routes in the Nestrans area.

2. Notes the current status, progress, next steps and timelines for the five identified strategic routes, and future development proposals for the Formartine and Buchan Way and Deeside Line.

3. Notes future opportunities arising for the delivery of the strategic routes with increased funding, a national review of delivery mechanisms, and regional work on action travel planning.

4. Approves the implementation of improved regional governance arrangements for the Active Travel Action Plan, with the Director reporting back on firm proposals following consultation with partner Local Authorities and other key stakeholders.

Paul Finch
Strategy Manager

17 October 2022

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26 October 2022

6.1 Bus Action Plan Update

1. Purpose of Report

1.1 The purpose of this report is to provide the Board with an update on Aberdeen Rapid Transit, the development of the Bus Action Plan and to propose a financial contribution to a new Rural Transport Officer post within Aberdeenshire Council.

2. Background

2.1 The North East Bus Alliance was established in 2018 and is a partnership between Nestrans, Aberdeen City Council, Aberdeenshire Council, First in Aberdeen, Stagecoach Bluebird and Bains Coaches. The Board is independently Chaired by Robert Andrew of Scottish Citylink and also includes representation from Bus Users Scotland. The Quality Partnership Agreement signed by the partners in 2018 established a passenger charter and objectives to reverse the decline in bus patronage in the north east.

2.2 One of the first actions of the newly established Bus Alliance was to undertake a comprehensive review of the state of the bus network in the North East and subsequently develop a Bus Action Plan. The Quality Partnership Agreement, State of the Network and current Bus Action Plan are all available on the Nestrans website and can be found at: https://www.nestrans.org.uk/projects/buses/documents-bus/

3. Bus Action Plan

3.1 The first Bus Action Plan under the North East Bus Alliance was published in April 2020 and draws on the findings of the State of the Network Report. It set out the priority actions of the Bus Alliance partners over a five-year period and provides a rolling programme of actions which are reviewed and updated by the Bus Alliance on a regular basis. An update to the Action Plan was subsequently published in April 2021.

3.2 Work is currently ongoing through the Bus Alliance Executive to review and update the Bus Action Plan which contains actions under a number of headings:

a) Journey times and reliability
b) Information, marketing and promotion
c) Fares and Ticketing
d) Affordability and Accessibility
e) Interchange
f) Bus stop infrastructure
g) Quality of the fleet.

3.3 The Multi-Modal Corridor STAG Appraisal and Business Case development studies being led by Aberdeen City Council are contained within the action plan under the heading journey times and reliability and include:

a) North Corridor: Ellon to Garthdee - *funded through the Bus Partnership Fund*;
b) North West Corridor: A96 Inverurie to Aberdeen - *funded through the Bus Partnership Fund*;
c) West Corridor: Westhill to Aberdeen – *funded through the Bus Partnership Fund;*
d) A92 Bridge of Don to Bridge of Dee: *funded through the Bus Partnership Fund;*
e) South Corridor: Stonehaven to Aberdeen – *to be funded through the Bus Partnership Fund;*
f) A93 Banchory to Aberdeen - *funded by Nestrans;*
g) A947 City boundary to A96 - *funded by Nestrans.*

These corridor studies cover the seven priority corridors for journey time and reliability improvements identified in the Bus Alliance Quality Partnership Agreement.

3.4 The Bus Alliance are currently reviewing and updating the Bus Action Plan and it is the intention to report this to the Nestrans Board at its December meeting.

3.5 Robert Andrew, Chair of the North East Bus Alliance recently made a presentation to Aberdeenshire Council's Infrastructure Services Committee. A similar invitation has been extended to come and present and discuss the work of the Bus Alliance at the Nestrans Board and it is expected that this will also take place at the meeting in December 2022, allowing a focus on bus issues at this meeting.

4. Aberdeen Rapid Transit

4.1 As reported to the Board on 7th September 2022, the work on Aberdeen Rapid Transit is being progressed through two consultancy commissions, both being managed by Nestrans and funded through the Bus Partnership Fund.

4.2 Key activities that have commenced since the last meeting include the testing of a potential ART network under a number of different option scenarios within the recently completed ASAM19 strategic model. This is being undertaken by consultants Systra with the results being used by Stantec to feed into the detailed options appraisal. When complete, this work will provide an indication of:

a) Appropriate Routeing Options
b) Bus journey time impacts for both ART and conventional buses
c) Patronage levels
d) Impact on car journey times; and
e) Impact on Park & Ride site occupancies

4.3 Consultation on the options being developed will be undertaken through a series of representative panel surveys, starting in mid-November with the intention that the final Detailed Options Appraisal Report, including the results of the ASAM19 testing, be brought to the Nestrans Board in February 2023.

4.4 A re-arranged virtual briefing session for all Aberdeen City and Aberdeenshire Councillors will now be held on Monday 31st October. This will be followed by further engagement activities as reported to the Board in September 2022. A date has also been agreed with colleagues in Northern Ireland's Department for Infrastructure for a delegation of Board members to visit Belfast and learn more about and experience the Glider Bus Rapid Transit system. This is being arranged for Monday 21st and Tuesday 22nd November 2022.

5. Rural Transport Officer Post

5.1 At its meeting on 7th September, the Board received a report which provided details and key findings from the evaluation of the initial operation of the Ready2Go Around Inverurie Digital Demand Responsive Transport pilot project, and highlighted the next steps being taken by Aberdeenshire Council. Aberdeenshire Council are continuing with a 12-month extension to this pilot. In order to address resourcing issues and the desire to seek additional funding streams for such innovative and beneficial pilot projects, the Council is seeking to recruit a Rural Transport Officer.

5.2 Aberdeenshire Council are currently going through the required internal processes to enable them to start the recruitment process and a request has been made to Nestrans to provide financial support to this post recognising the contribution that this pilot, and potential future pilots across the region, can make to the priorities of the Regional Transport Strategy.

5.3 It is proposed that Nestrans make a financial contribution from within the already approved Bus Action Plan revenue budget towards the post:

a) On a 2-year fixed term basis;
b) 50% contribution from Nestrans, 50% contribution from Aberdeenshire Council;
c) Under the management of Aberdeenshire Council's PTU; and
d) Tasks to recognise the regional / cross-boundary elements of the issue.

5.4 Although final post grading has yet to be confirmed, a budgetary allowance for the post of £40,000 per annum has been advised. For a full financial year, the financial implication would therefore be £20,000 per annum. For the current financial year, assuming commencement of the post in January 2023, the financial impact would be £5,000.

5.5 The contribution to the post in the current financial year can be met from within the existing approved budget for Bus Action Plan Actions. It is therefore recommended that Nestrans consider the request for match funding contributions that are currently estimated to be £20,000 in 2023/24 and £15,000 in 2024/25 when setting future revenue budgets.

6 Recommendations

6.1 It is recommended that the Board:

1. Note the intention to bring a report on the Bus Action Plan to the December meeting in support of a presentation by Robert Andrew, Chair of the North East Bus Alliance;
2. Note the progress on Aberdeen Rapid Transit; and
3. Agree to commit funding from future revenue budgets to contribute to a two year Rural Transport Officer post

Kirsty Chalmers
Transport Executive

14 October 2022

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP - 26th OCTOBER 2022

6.2 Health and Transport Action Plan – Review of Action Plan and Update

1. Purpose of Report

1.1 The purpose of this report is to highlight to the Board proposals for a review of the current Grampian-wide Health and Transport Action Plan (HTAP) and provide a wider update on progress.

2. Background

2.1 The Regional Transport Strategy identifies the need for more detailed sub-strategies, one of which is in relation to Health & Transport. The new National Transport Strategy and recently approved Regional Transport Strategy Nestrans 2040 add greater emphasis to issues related to health and transport.

2.2 An HTAP Steering Group oversees delivery of HTAP initiatives taken forward by two themed sub-groups. The membership consists of representatives from Nestrans, NHS Grampian, three local authorities Aberdeen City, Aberdeenshire and the Moray Council, Scottish Ambulance Service, Third Sector Interface bodies, Health and Social Care Partnerships, Robert Gordon University, the Community Transport Association, commercial bus operators, community transport groups and a Public Representative. In addition, a member of the Mobility & Access Committee for Scotland, who advise Ministers on transport issues, sits on the Steering Group. In the past year, a Scottish Government representative has joined the Steering Group.

2.3 The work is supported by a full-time Programme Manager. The post is jointly funded by Nestrans and NHS Grampian to support all the partners and the progression of the HTAP programme. Aberdeenshire Council host the post.

3. Review of Action Plan

3.1 The original Health & Transport Action Plan (HTAP) was produced in 2007/08 and endorsed by both Nestrans and NHS Grampian Boards in June 2008. A review of the document was carried out in 2013 and was also endorsed.

3.2 The HTAP partners had followed a five-year Road Map which ended in 2020. Having worked together well supporting the NHS during the past two years during the Covid pandemic, it is now appropriate to review with partners the HTAP vision and aims and understand the strategic issues facing each organisation. In doing so partners can build a refreshed consensus and renewed commitment to working together on the areas where the partnership can add value.

3.3 Furthermore, it is also recognised that developments since 2013 also need to be captured in terms of the review, which include:

- Creation of Health & Social Care Partnerships.
- COVID pandemic and recovery and associated pressures.
- Decline in life expectancy since 2012.

- Acceleration in using online appointments.
- Transport Act (Scotland) 2019 giving health boards a duty to work with community transport bodies in providing non-emergency patient transport services in its area.
- Climate Emergency declared.
- Creation of Public Health Scotland.
- New National and Regional Transport Strategies
- Global energy and cost of living crisis.
- Updated Community Plans.
- A revised policy focus recognising the relationship between public health and the wider physical environment and opportunities for active travel.
- Future proposals for a National Care Service Scotland

3.4 The review will include the following phases of work.

a) Critical review of progress and changes to policy etc since 2013
b) Workshop#1 considering Problems/Opportunities/Challenges/Threats and development of objectives;
c) Workshop#2 focusing on key themes of work and priorities for action
d) Drafting, Review and Approval of Action Plan

3.5 It is planned for majority of work to be progressed during the present financial year, although final review and approvals may be undertaken in the first quarter of 2023/24 Financial Year. It is intended to utilise internal resource within the partnership to progress the review.

4. Annual Report 2021-2022

4.1 A draft Annual Report has been prepared and will shortly be circulated amongst the partnership for comments, prior to seeking approval at the next HTAP Steering Group meeting in November 2022. Thereafter it will be brought to the December Board Meeting.

5. Fifth Grampian Volunteer Transport Awards

5.1 Preparations are also being made for the fifth Grampian Volunteer Transport Awards. Presentations will be made on Friday 9th December 2022. The awards continue to provide an opportunity to highlight the role of community transport and volunteers in assisting communities to access important services, including health.

6. Recommendation

6.1 It is recommended that the Board:

1. Approve the proposals set out in the report for the review and update of the Grampian-wide Health and Transport Action Plan.

2. Note the progression of the preparation of the 2021-22 Annual Report, and Grampian Volunteer Transport Awards.

Andrew Stewart
HTAP Programme Manager
17 October 2022

Nestrans RTS 2040						
Overarching at National Level	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
Strategic Transport Projects Review (STPR)	Following the publication of the revised National Transport Strategy (NTS2) which sets out transport policy across Scotland for the next 20 years, a Strategic Transport Projects Review (STPR2) has been commenced. This will assess recommendations for strategic transport infrastructure priorities throughout Scotland.	Regional working group established chaired by Nestrans, including the Strategic Dev Planning Authority (SDPA) and officers of both Councils. Nestrans has agreed to provide access to the ASAM regional strategic model for STPR2. TS published STPR2 update and phase 1 recommendations in Feb 21 and Nestrans response to consultation submitted. The S Gov and Scottish Green Party draft shared policy programme agrees to use the outcomes of STPR2 to direct future transport infrastructure investment, but also introduces a range of additional issues to be considered for the north east.		Groupings of schemes taken through to Phase 2 have been appraised and STPR2 was published for consultation on 20 Jan 2022. It makes 45 recommendations under 6 key themes to give an overview of transport investment required to deliver the NTS2 priorities. Responses will help inform the final STPR2 report with any refinements or additions along with the development of a Delivery Plan, forming the basis for strategic transport investment decisions by Scottish Ministers for the period 2022-2042. Nestrans response to STPR2 consultation submitted.	**Final STPR2 outcomes anticipated to be published towards the end of 2022, as a Strategic Transport Investment Plan (STIP).**	↑
Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
AT- Increasing the number of people travelling actively for health and the environment						
AT 1: Upgrade existing routes and develop a network of high quality and safe active travel routes across the region, focussing on the key	a. Safe and segregated active travel connections within and connecting to Aberdeen City Centre from the main commuter towns, in line with and to complement the objectives of the Aberdeen City Centre	ii) Inverurie to Aberdeen City Centre: A96 Kintore / Blackburn Cycleway. Contribution to land purchase and construction of Shared Used Cycleway / Footway	£145K in 22/23 (all c/f from 21/22)	Aecom have been commissioned to undertake the design. Landowner search concluded. Positive discussions ongoing with affected landowner. Topographical survey is complete. Detailed design on preferred option progressing with outline design on alternative options as a back up. Liaising with Bear on affected areas of the trunk road.	**Aecom progressing with detailed design following landowner agreement to access land and addressing the feedback received from Transport Scotland.**	↑

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

Policy Headings	Current Actions/ Progress			Future Actions/ Progress		Status
RTS actions	Project/Action	Progress	Budget	To be done	Target	
priorities listed.	Masterplan. Wherever possible routes should be segregated and road space reallocation should also be considered to allow cyclists, pedestrians and wheelers (especially those less confident and able) sufficient space. Priority corridors have been identified opposite, some or all of which may be suitable for designation as 'Active Travel Freeways' as proposed by Transport Scotland:	ii) Inverurie to Aberdeen City Centre: Berryden corridor active travel connections. Feasibility and design of segregated cycle paths on St Machar Dr (west of Tillydrone Ave), Ashgrove Rd, Ashgrove Rd West, Skene Sq and Gilcomstoun Steps	£154.3K in 22/23 (incl 59.4K c/f from 21/22)	Consultancy support procured and project website created for Ashgrove Connects. Draft St Machar Dr feasibility report received and being reviewed. Woolmanhill option appraisal undertaken. **Berryden Active Travel Connection Report was approved by ACC CGR on 21 Sept. Further details in info bulletin.**	**Application to be submitted by 7 Oct to Sustrans Places for Everyone for Ashgrove Connects. St Machar Dr feasibility report to be finalised Woolmanhill options to progress to detailed design.**	↑
		iii) Stonehaven to Aberdeen City Centre via Chapelton, Portlethen, Cove, Altens, Torry and the South Harbour:		Elements of this being considered under various other studies such as the Wellington Road and Laurencekirk to Aberdeen multi-modal studies and the External links to Aberdeen South Harbour. Laurencekirk to Aberdeen Case for Change Report submitted to Transport Scotland Mar 22.	**Comments received from Transport Scotland on Case for Change Report in Oct 22. Officers now considering response to comments and to forward plan.**	↑
		iv) Ellon to Aberdeen City Centre: A90 Ellon / Foveran / Newburgh. Contribution to land purchase and construction of Shared Used Cycleway / Footway (match funding to be sought from Sustrans)	**£50K** in 22/23, (all c/f from 21/22)	Arcadis commissioned to undertake the design and detailed design ongoing. Ongoing discussions with landowner delayed progress and resulted in reduced forecast spend this financial year and **virement agreed in Sept.**	**Meetings with Landowners scheduled for w/c 17 October, following which community engagement will be undertaken.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
	b. Support ACC and other partners, including Sustrans and Paths for All, in developing a network of cycle routes and quiet routes across the city to complement actions on the priority corridors, support the concept of 20 minute neighbourhoods and create a cycle friendly city.	Craigshaw Dr cycle route. Traffic Regulation and re-designation Orders gained committee approval May 2019. The Redetermination order for the shared use footway is still under review by the Scottish Ministers and an update on progress requested. A further meeting was undertaken with Sustrans to clarify the conditions they placed on their match funding and agreed minutes of this meeting do state that some of the conditions in the award letter will be removed.	£345.8K in 22/23 (incl £15.8K c/f from 21/22) Invoiced to date = £1.5K	ACC submission to Sustrans Places for Everyone successful. Award granted and funding agreement received. New project milestone dates have been set that aim to award the tender for construction in December 2022. Design and preparation for tender documentation underway.	**Additional work package requested by SUSTRANS under way to investigate and detail design for crossing locations of Craigshaw Drive. C4 utility notices issued.Tender design to be finalised.**	↑
		Wellheads Cycle Link design. Detailed Design and Contract document preparation for an extension of the existing Wellheads Dr shared use path to the north, by-passing the roundabout, to connect with Farburn Terr. Also included will be design of a cut-through at the Market St closure to create a safe and coherent cycle connection with the Wellheads shared use cycle route.	£45K in 22/23 (incl £15K c/f from 21/22) Invoiced to date = £0.7K	Discussions with land owners on land acquisition are progressing by ACC's Estates Team. Plot 5 - acquisition complete. Plot 4/4a - Heads of Terms agreed. Plot 4a (Veripos) complete. Legal checking historic shared access in plans ongoing. Plot 1&2 landowner investigations are proceeding. Land acquisition ongoing. ACC plan to submit funding application to Sustrans Places for Everyone by 29 Nov 2022. Detailed Design and generation of tender drawings are ongoing.	Still a risk that Sustrans requirements cannot be accommodated within the available 'Road' space and they may not approve the full funding application. **Plot 1&2 Landowner investigations ongoing and dialogue underway to attempt to determine ownership, although departure of ACC's Estates team leader and legal team members may lead to delays.**	↑
		A947 Improvements - Implementation of recommended outcomes from the A947 Corridor Study and/or, where necessary, further design and business case work.	£50K in 22/23	**Report on A947 corridor study approved by ACC CG&R Cttee on 21 Sept. This identified a number of "quick wins" that will be progressed using this budget. Further details in info bulletin**	**Project proposal to be prepared for the implementation of the quick wins.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
		Development of Active Travel Network plans.	**£100K in 22/23 of Sustrans ATDO grant**	**Sustrans has agreed that the Active Travel Dev Officer grant for 22/23 be used to fund development of a regional active travel prioritisation and delivery framework.**	**Consultancy brief to be developed in discussion with officers in AC and ACC.**	↑
	c. Support AC's work with local communities, and aided by Sustrans Scotland and Paths for All, in their Integrated Travel Town (ITT) Project to shape more sustainable and active travel in the towns of Huntly, Inverurie, Fraserburgh, Portlethen and Ellon	Fraserburgh - Maconnochie Road. Match funding bid to Sustrans unsuccessful and Nestrans agreed to meet full cost. Phase 1 of the project Sports Centre - Maconochie is complete.	£73.1K in 22/23 (incl 72.6K c/f from 21/22)	Phase 2 of project will see the shared use path continued from Maconochie Road onto Seaforth Street. Yunex Traffic have been commissioned to undertake the detailed design and installation of a Toucan Crossing. Programme paused for 4-5 weeks to allow for a structure of a skate park to be developed. Works subcontracted to Gary Largue Plant Hire.	**Issue with skate park resolved. Contractor on site at the Ellon Integrated Towns project and will reconvene this work on completion, which is anticipated to be early in the New Year.**	↑
		Inverurie - North/South links to new Academy. WSP progressing the design of the shared used footway which extends to the new academy campus via Kellands Park to Port Elphinstone onto the A96 Inverurie to Kintore Strategic link.	£192K in 22/23 (all c/f from 21/22) Invoiced to date = **£0.4K**	Virtual engagement event held from 22 Feb for 4 weeks and outcomes being fed into the designs. Awaiting final design from WSP.	**Awaiting contract tender documentation from WSP before progressing to tender. Envisage construction commencing early in the new year.**	↑
		Corsemanhill Drive, Inverurie. Construction of Safer Routes to School Link as identified within the Inverurie Integrated Travel Town between Davah Wood and Corsemanhill Drive	£90K in 22/23 (all c/f from 21/22) Invoiced to date = **£1.6K**	Topographical Survey complete. Design works to be carried out using AC's in house resources. WSP consultants engaged to provide external support due to small risk associated with the stability of the bank and drainage, but it is not thought to be significant.	**WSP are progressing with design which is expected to be complete end November and following which tender will be issued.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
		Ellon Integrated Travel Town (ITT) projects. Budget agreed in Sept to contribute to the design and construction of ITT projects at Carolines Woods, Castle Park and Knockothie Road.	£90K in 22/23 (all c/f from 21/22) Invoiced to date = **£10K**	Overall spend of £525K anticipated by AC using funding from Nestrans, Place Based Investment and the Councils Cycling Walking and Safer Routes (CWSR) grant. Deer Park design complete. **Aecom are 80% complete in design of McDonald park link of project, which will incorporate a new crossing.**	**Aberdeenshire Council's Construction Team are progressing with Civils work at Carolines Woods.**	↑
	d. Direct active travel links within and between north east communities, focussing on connecting communities and employment, education, health, social care and community facilities, alongside those recreational routes which can also link up communities and enhance access to open space, including the coastal path network.	Aberdeen Cross City Transport Connections Feasibility study to investigate ways to maximise connectivity between new developments in the Aberdeen Local Development Plan was completed and STAG Part 2 report was reported to the ACC CG&R Committee in June 2019. Budget approved for 20/21 to progress priority elements from the study.	£5.9K in 22/23 (all c/f from 21/22) Invoiced = £7.6K	Concept design work completed. Outline Business Case development completed and draft final report submitted for review. Additional budget agreed by Director as increase was within delegated authority for approving variance.	**ACC officers advised that additional time is required to explore options as to how the schemes will be progressed and it is envisaged that reporting of the study will now take place early next year.**	↔
		A92 Balmedie / Blackdog Shared Used Path. The estimated cost of surfacing the path between Balmedie and Blackdog to formalise it to enable it to be adopted by AC is £20K.	£20K in 22/23 (all c/f from 21/22)	Meeting held at end May with Aberdeen Roads Ltd. Access has been granted to allow development of path upgrade. Seeking confirmation from Roads prior to tender.	**Works likely to be undertaken by AC's Internal Roads Projects Team. Project brief provided on the scope of works required, but potential that this may be outsourced dependent on resource availability.**	↔

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
		Aecom commissioned to undertake Banff Bridge Feasibility Study. Bid submitted to Sustrans Places for Everyone Fund for this study in Aug 2020.	**Nestrans contribution to cost of study being met from A947 route action budget (see RD3)**	**A98 Banff Bridge - Minor changes are being made to the report following feedback received. Committee were asked to endorse a Sustrans Application prior to the summer beak, although a preferred design has to be agreed in principle. Funding application submitted to Sustrans for £150K to cover design of a preferred option.**	**If successful Aberdeenshire Structures will work with Transport colleagues to deliver this.**	↑
AT 2: Continue to protect, maintain and improve the Deeside Way and Formartine & Buchan Way as segregated, green transport corridors. Consideration should also be given to the creation of further green corridors and appropriate biodiversity improvements when looking at segregated	Formartine & Buchan Way corridor	Installation of the 4 timber bridges purchased in 2019/20 and purchase and installation of up to 4 further bridges. Condition of 21/22 grant states that £100K match funding required and AC Council Environment Planning Dept has allocated £50K in 21/22 and Nestrans budget of further £50K agreed.	£50K Capital in 21/22 plus £115K of RTP 21/22 grant Invoiced to date = £165K	Agreement confirmed that £35K of the grant award for core path surveys could be used for purchasing timber kit bridges. Following the tender process, 5 kit bridges have been ordered from CTS Bridges for delivery by end March 2021, one of which is being funded by Aberdeenshire Council. Nestrans to contribute £50K towards the installation costs of the bridges that have been in storage.	**Aberdeenshire Council has issued a tender and will meet the costs for installation of the 5 new kit bridges that were purchased using Nestrans 21/22 RTP Active Travel grant.**	↑
		Requested funding of £100K for purchase and installation of further 4 timber bridges in 22/23 has been agreed and is contained within the offer of grant received on 22 April 2022.	£100K of RTP 22/23 grant	In discussion with Transport Scotland to amend the purpose of the grant and breakdown between projects. AC has issued a tender for installation of the 5 bridge kits purchased in 21/22. **Nestrans gained agreement to use 22/23 grant purely for the purchase of further bridges.**	**Revised grant award including variation of terms received and accepted. Tender issued for purchase of 3 further bridge kits on 11 Oct and due to be returned by noon on 4 Nov.**	↑
AT 3: Increase the provision and quality of active	Signage, parking/storage (on and off public transport), changing facilities and	Funding agreed for installation of Cycle Repair Stations at various Locations across Aberdeenshire focusing on the 5 ITT's	£40K in 22/23	Works progressing. Sites have been identified in Stonehaven, Oldmeldrum and Portlethen.	**Tender documentation being prepared by AC staff for issue in November.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
travel facilities across the Region.	tourist/ leisure-friendly facilities.	Powis Bike Lockers - Installing approx 12 outdoor community cycle lockers in 2 separate locations, possibly in the Powis Community Centre and Powis Crescent areas. ACC do not have resource to progress this and Nestrans ATDO is assisting the community association although approval from the Council will be required to site any lockers on Council land.	£11K in 22/23 (all c/f from 21/22)	Feedback obtained from Sustrans and other Councils on best type of locker. Four quotes obtained and site visit undertaken to identify possible sites. Community association seeking to identify demand for usage of the lockers. Route for the on-street permissions likely to be the ETRO process. Residents' Group are managing a list of potential applicants.	Site visit carried out with ACC Traffic Mgmt Officer and one locker to be installed on street and hardstanding to be created on grassed area for other 2 lockers. **Lockers to be ordered. ETRO and hardstanding area to be progressed by ACC.**	↑
		Cycle rack installation at major parks within Aberdeen and at Aberdeen Crematorium (for use by both staff and visitors to the wider area).	£0.5K in 22/23 (all c/f from 21/22)	Cycle racks in major parks installed. Cycle rack at crematorium has still to be installed and remaining £500 budget agreed for c/f to 22/23 to enable this.	**Cycle rack for crematorium was delivered to Tullos and has now been installed. Awaiting invoice for works.**	↑
		Application received from Time to Heal charity for a 16 space cycle parking shelter with 8 Sheffield stands at their premises at Bon Accord House on Riverside Drive, Aberdeen.	Cost being met from Travel Planning - Grant schemes budget. Paid in 21/22 = £5.3K	Grant offered under the terms of the new Community Grant approved by the Board in June. Letter of award with terms has been signed and returned. Upfront payment of grant provided. **Requested an update on progress due to concerns that rack not yet installed.**	**Although the applicant asked for additional time an invoice has been issued to return the grant along with a letter outlining the grant conditions that have not been met.**	↔
		RTP Active Travel grant awarded to develop a permanent signed Quiet Road Cycle Network, akin to the National Cycle Network, but more locally-focussed, to enable, encourage and support more people to consider travelling sustainably between the various towns, villages and communities across the north east.	£75K of RTP 22/23 grant	**Nestrans ATDO has researched the current range of signs across Scotland and is in discussion with Aberdeenshire Council, SCOTS and Transport Scotland regarding this project and need for a standardisation of signage of quiet routes.**		↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
	Improved maintenance.	Cycle Infrastructure maintenance in Aberdeen	£10K in 22/23	Budget approved for the ad-hoc repair and replacement of any damaged or obsolete cycle parking facilities or maintenance stands.	**Suppliers asked for quotes for provision of maintenance. Quotes received will be assessed prior to issuing a purchase order for works.**	↑
		Wayfinding Totem maintenance in Aberdeen	£15K in 22/23	Budget approved to maintain existing totem network in Aberdeen (around 75). Meeting held with Road Safety Management Team and Business Improvement District to discuss repair requirements and installation of 2 additional units.	Repairs to totem headers, foundation issues and smashed glass to be priced and cost and scope for cleaning to be agreed. **ACC seeking confirmation of when cleaning can begin.**	↑
		Cycling advance stop lines and advisory lining refresh in Aberdeen City. Budget approved for the refresh of regulatory advanced cycle stop line boxes and advisory lining markings in support of cycle safety and promotion	£17.5K in 22/23	**ACC's roads operations team have defined a list of locations for this work along the A93 corridor. A quote for the lining works along this extent has been requested from a contractor and return awaited.**	**Once a quote has been received and agreed, the works on the A93 will be instructed and any remaining budget will be used for cycle lining works**	↑
AT 5: Extend and improve the walking network within all communities and the city to provide a high-quality walking environment with safe crossing points, seating and wayfinding, which	B9002 Kennethmont Footway	Land Purchase & Construction.	£74.8K in 22/23 (all c/f from 21/22)	Land Purchase concluded. A quotation has been received by SSE, albeit this will be subject to design.	**Further works being taken forward by AC's Projects Team, which will oversee detailed design and tender documentation.**	↑
	A947 Albert Road, Oldmeldrum	Footway Reconstruction	£24.8K in 22/23 (all c/f from 21/22) Invoiced to date = **£22.8K**	Tender awarded to MTM Construction.	Works complete.	↑
	Shore Street, Macduff Phase 3	Footway Reconstruction	£42.4K in 22/23 (all c/f from 21/22)	Hunters Construction have been awarded contract and works are scheduled to start 12/09/2022.	**Contractor on site and works progressing.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
which emphasises the priority of active travel and encourages walking or wheeling as the preferred option for short journeys.	A98 Crook O'Ness Street, Macduff	Footway Reconstruction	£40.6K in 22/23	**Tender issued in September. Scope of works increased and virement proposed in separate budget report.**		↑
	A98 Skene Street, Macduff	Footway Reconstruction	£18.8K in 22/23	**This section of work is actually part of the above Crook O'Ness project and virement proposed in separate report to move budget to cover increased scope of that scheme.**		
	Aberdeen Paths Asset Management Plan	To develop a paths asset management plan for the maintenance of all non-roads paths, including core paths. This will inform maintenance of the path network in future years to reduce the need to rebuild path networks once they have fully deteriorated.	£30K in 22/23	This will build on the Core Paths Review that was undertaken in 2021/22 using Nestrans RTP Active Travel Grant from Transport Scotland.	**No progress to date due to staff resource issues, but ACC looking to assign this work before the end of this calendar year.**	↔
	Gaist adopted path condition surveys	Contribution to project ACC has received revenue grant from Transport Scotland towards. This Gaist footpath condition survey of all adopted paths in Aberdeen will be trialling software previously used on the road network to good effect.	£5K in 22/23	**The site survey has been completed. The next phase is to analyse the results and do a condition assessment of the information received. The next step will be to categorise the information from the survey in terms of how it should be viewed. Key data will then be assessed. Nestrans' ATDO liaised with ACC Roads Teams about importance of the shared paths being included in this work.**	**ACC hope to have these assessments ready for analysis end Oct, start Nov. They are currently reviewing the weightings of each route to ensure that priority routes are not disproportionately favoured in the analysis.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
	Core Paths Improvements in Aberdeen	Works to address the highest priority issues and repairs identified within the Core Paths Review work funded in 21/22.	£50K in 22/23	Core Paths Network Survey data gathered in 21/22 now received and is helping to identify priority path work. ACC will continue to identify any additional funding available through Developer Obligations Money.	**ACC plan to use Nestrans funding towards resurfacing of core path 21 within Seaton Park. This work has gone out to tender and will also be funded via monies from Friends of Seaton Park.**	↑
	Aberdeenshire Core Path Network Survey	RTP Active Travel grant awarded to undertake a network survey to provide detailed baseline information on the Core Path Network across the Aberdeenshire Council area to help inform a future Core Path Plan Review.	£150K of RTP 22/23 grant	The survey will also be used to identify priority actions to appropriately improve the Core Path Network, allow greater confidence in the accessibility of the paths and ensure the network can be brought up to standard in its entirety. **Brief being developed and to be tendered for consultancy support to undertake the network survey.**	**AC staff propose that survey initially done in a pilot area (Formartine) before being rolled out to other areas. The intention is for the other areas to be studies in 23/24, possibly through funding support from a Nestrans bid to Transport Scotland.**	↑
	Seaton Park Don Street Entrance	Provision of a separate pedestrian path from the main Don Street entrance that is currently shared with vehicles. It will include new access through the entrance stone wall, a separate all abilities path with access to the Seaton wetland viewing platform and children's play area.	£35K in 22/23	Additional drawing of the dropped kerb on Don Street submitted to Sustrans to meet their requirements. ACC awaiting confirmation of funding from Sustrans. **Minor revisions to designs completed to modify pedestrian entrance piers slightly and provide better root protection to a mature lime tree.**	**Funding application was not submitted for SUEZ landfill tax funding as modifications were still being made to the design. Bus lane enforcement monies however have been agreed for project.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
	Donside flats	Construction of a short section of path around the new development at Donside flats. This path is part of Aspirational Core Path 6 and is to complete a link along the Don path near the boardwalk connecting to Seaton Park.	£20K in 22/23	Discussions to take place with Legal to see if a path agreement is required. Sanctuary advised that ACC will not take on maintenance of the path as this is their responsibility.	**Still awaiting the final designs and project costs from Sanctuary, the architects at Donside flats, with the construction of the path to be carried out by the contractors for the Donside flats**	↔
	Path from Craigiebuckler Drive to Springfield Rd	Formation of a 2m wide tarmacadam path through grassed area and associated drainage works (aspirational core path no 64).	£81K in 22/23 (all c/f from 21/22)	**Tendering complete and order for works to be awarded.**		↑
	River Don Path - Seaton Park	Upgrade to popular path including improvements to withstand increased rainfall/storm conditions.	£68.2K in 22/23 (all c/f from 21/22) Invoiced to date = £43.7K	**Fallen trees removed from site. Drainage works and all path works now completed.**	**Awaiting final invoices.**	↑
	CP83 Souterhead Rd to Cove Crescent	Works to construct and resurface the existing path area in a tarmacadam surface including the regrading and formation along boundary edges of existing materials to marry in with the finished surface levels of the tar path.	£64K in 22/23 (all c/f from 21/22)	**Tendering complete and order for works to be awarded.**		↑
	River Don Path Improvements Woodside - Persley	Upgrade to popular path on the south side of the river between Woodside Pitches and Persley including improvements to withstand increased rainfall/storm conditions.	£60K in 22/23 (all c/f from 21/22)	**A requirement for additional drainage identified and work completed.**	**Awaiting invoices.**	↑
AT 6: All children and adults should be provided with the opportunity to learn to ride a bike and support provided to those who do not have access to a bike	North East Scotland Bike Recycling/Re-use Scheme	RTP Active Travel grant awarded to develop a regional hub for bike repair and re-use in partnership with NESTRANS, both Councils and 2 local, well-established charities; Stella's Voice and Networks of Wellbeing	**£315K** of RTP 22/23 grant	Agreement with Nestrans, Aberdeen City Council, Aberdeenshire Council, **Stella's Voice, Gordon Rural Action and Angus Cycle Hub** formalised and roles and responsibilities allocated. Partners have identified requirements for projects and some are advertising for additional staff for project.	**Additional budget towards project agreed by Transport Scotland and grant conditions with partner organisations issued for agreement before releasing first tranches of grant.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
access to a bike in order to do so.	Adult Cycle Training Project	The RTP active travel grant will be used to offer free cycle training for adults across the region.		**More preparatory work required to roll this out and permission given by TS to use the £75K grant originally allocated for this in 22/23 as additional funding for the bike recycling project instead.**	**Discussions to take place with Cycling Scotland, and others, to secure funding to help begin delivering regionwide adult cycle training in the 23/24 FY.**	↔
AT 7: Work with partners, including Transport Scotland, Local Authorities, Sustrans, Cycling Scotland and Paths for All to ensure the funding models for active travel improvements can help us deliver the priorities for the north east.	Scottish Government	The Scottish Government and Scottish Green Party draft shared policy programme commits to increase the proportion of Transport Scotland's budget spent on Active Travel initiatives so that by 2024/25 at least £320M or 10% of the total transport budget will be allocated to active travel.		Letter with offer of £500K grant in 22/23 to Nestrans received on 22 April. This is for the full amount submitted as proposed schemes in January 2022. **Revised offer agreed that provides an additional £140K and variation of grant letter received and accepted.**	**Details on revised funding amount given in separate budget report and progress on various elements given in individual project updates.**	↑
	Cycling Action Plan for Scotland	Cycling Action Plan for Scotland (CAPS) was published in 2010 and refreshed in 2013. Latest refresh CAPS 2017-2020 published 17 Jan 2017.		**Public consultation on the Cycling Framework and Delivery Plan for Active Travel in Scotland was launched on 26 Sept and closes on 19 December 2022.**	**Further details given in the separate publications and consultations item on the agenda.**	↑
	Places for Everyone (PfE)	S Gov provides funding to Sustrans that is open to bids for infrastructure projects to promote cycling and walking. The Community Links Programme is now called Places for Everyone. The Cab Sec for Transport announced on 21 August that the Scottish Gov is reducing the match funding rate for PfE in 20/21 from 50% to 30%.		The NTS2 Delivery Plan for 22/23 states that the Sustrans Places for Everyone programme will reopen for new applications on 25 July 2022 and that Sustrans' Grant for 2022-23 includes conditions to ensure they will encourage more school-focussed projects. Deadline for new stages 0-2 (concept) applications is 23 Aug with Decision Making Panel meeting on 31 Oct and aim to make awards within 4 weeks.	**Stage 3-4 (Design) applications open 19 Sept to 7 Oct with decision panel meeting 19 Dec. Stage 5-7 (Construction) applications open 31 Oct to 29 Nov with decision panel on 6 Feb 2023.**	↑

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

Policy Headings / RTS actions	Current Actions/ Progress: Project/Action	Progress	Budget	Future Actions/ Progress: To be done	Target	Status
RL - Developing the rail network						
RL 1: Due to the high proportions of long-distance business and leisure travel by rail to and from the north east, the highest priority should be investment in improving the quality of InterCity services, ensuring reliability and performance, adequate capacity and improved on-board facilities as well as reducing end-to-end journey times between key centres	Aberdeen-Central Belt improvements to reduce journey times by 20 minutes or more, through the Aberdeen to Central Belt and 7 Cities Projects. Network Rail and Transport Scotland are considering the constraints on this corridor and are looking at how to deliver benefits for the entirety of the corridor in terms of both intercity and regional connectivity, freight and journey times. In order to meet future forecast demand and improve the	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.		Project Delivery Group set up with representation from Nestrans, Tactran and City Region Deal teams. Network Rail has produced a GRIP2 report on behalf of Transport Scotland that develops options based on rearranging use of line by local/intercity trains and introduction of freight loops. GRIP3 report and the Outline Business Case for the project being progressed. The option selection process is nearing completion and it is hoped to have an Outline Business Case in the summer. **The next project delivery group meeting that had been scheduled for 25 October will instead be replaced by a presentation to the Boards of Nestrans and Tactran.**	Work on-going to deliver journey time improvements and co-ordinate with the requirements of the rail electrification works.	↑
	Serco Caledonian Sleeper Contract	**The Transport Minister confirmed on 5 October in an answer to Parliament that Serco Caledonian Sleepers Limited has been advised that its proposal to rebase the Franchise Agreement with Scottish Ministers for the provision of Caledonian Sleeper rail services has been rejected on the grounds of not representing value for money to the public.**		**The Transport Minister confirmed that a notice was served on 5 October 2022 which confirms that the Scottish Ministers will terminate the Franchise Agreement with Serco Caledonian Sleepers Limited on 25 June 2023.**	**It was advised that work is underway to determine arrangements for the continued provision of Caledonian Sleeper rail services beyond 25 June 2023 and this will be updated to Parliament once determined**	↔

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
RL 2: The provision of improved access to the railway network by considering opportunities for additional stations, better integration of local services with InterCity services, full access for all and improved access to stations by non-car modes.	Undertake a review of the Cross Aberdeen local rail corridor (Montrose-Aberdeen-Inverurie) and previous Crossrail business case to determine whether there remain markets that may be appropriately served by improved access to rail. Development of business cases for additional stations to enhance the viability of the local cross Aberdeen rail service,	A bid was made to the Local Rail Dev Fund in 2019 to cover the cost of a feasibility study into new rail stations on the line south of Aberdeen and the full requested funding was awarded in Aug 2019, although it will be provided in stages subject to approval that justification to progress the study to the next stage is evidenced. LRDF grant award provided on basis that a multi-modal corridor study between Aberdeen and Laurencekirk be undertaken. Deadline for claiming Round 2 LRDF grants extended to 30 June 2022 due to covid.	£95.3K LRDF grant (of which £42.3K remained to claim until end June 2022, but has now lapsed)	Aecom appointed and initial case for change report drafted that recommends a number of options for preliminary qualitative appraisal. Feedback received from Transport Scotland on case for change and they wish further evidence to be provided by collecting information from corridor users and additional analysis of public transport data. Public Consultation on the Laurencekirk to Aberdeen multi-modal Study completed and1,104 online surveys received. A Case for Change document has been completed and sent to Transport Scotland in March 2022.	**Feedback now received in October 2022 from Transport Scotland on the Case for Change document. This feedback to be reviewed.**	↑
	Upgrading of stations to ensure accessibility for all and improvement of interchange opportunities, including as priorities, accessibility at Insch Station and the development of Inverurie Interchange.	Insch Station Accessibility Study	£8.5K in 2022/23 (all delayed draw down from 2020/21)	Detailed appraisal of Insch Station Accessibility complete and updated final study report sent to TS on 28 August and published on Nestrans website. TS accepted findings from a technical perspective in December 2021.	**Insch has been put forward by Transport Scotland along with Stonehaven and Inverurie for Dept for Transport funding and hope to hear decision in Spring 2023 for funding in next Control Period 2024-2029.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
	Travel plans to be developed and updated for all stations across the north east to consider and improve access to stations by all modes.	Wayfinding signs - Stonehaven. Bid 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.	£5K in 22/23 (all c/f from 20/21)	ScotRail confirmed that they will not be able to contribute to this in 2021/22. Nestrans application for funding through CrossCountry Rail services successful and £10K grant received. Nestrans budget approved to be continued to 2022/23.	**Bus shelter and real time information have been ordered and take 12 weeks for delivery. Plan to reuse existing wayfinding pillars and AC to produce new signs via their signshop.**	↑
ART - Aberdeen Rapid Transit						
ART 2: Develop and deliver a bid to Transport Scotland's Bus Partnership Fund to take forward feasibility and business case development for two ART cross city corridors connecting Park & Ride sites and the Airport with the City Centre.	Aberdeen Rapid Transit (ART) investigation and Bus Partnership Fund Bid preparation	Jacobs appointed following competitive tender to provide Aberdeen Rapid Transit and Bus Partnership Fund Bid support. ART Vision work reported to Nestrans Board in June 2021 and published on Nestrans website. The NE Bus Alliance was successful in its bid for £12M through the Bus Partnership Fund and part of this will be used to develop the business cases and designs for the Aberdeen Rapid Transit system.		Stantec appointed in Oct 2021 following competitive tender. This further work to develop the business case and designs for ART has been commissioned by Nestrans but will be funded via the Bus Partnership Fund grant to the North East Bus Alliance. Case for Change report and Exec Summary published on Nestrans website. **Revised Transport Planning Objectives submitted to Transport Scotland and awaiting feedback on these and the Preliminary Options Appraisal from them.**	**Detailed appraisal ongoing and modelling of options using the strategic Aberdeen Sub Area Model (ASAM19) completed. Virtual briefing session for ACC and AC Cllrs on 31 October followed by consultation on the options through representative panel surveys. Further details in separate report on agenda**	↑
	ART marketing and Communications	As part of the BPF award, £300K was allocated to communications and engagement support for ART and the other BPF projects. Nestrans tendered for consultancy support and Jacobs/Social Marketing Gateway appointed to develop and deliver a wide-reaching stakeholder engagement, marketing and communications plan.		The commission will use expert market research techniques to gain representative bus user and wider stakeholder public opinion and insight and use this to inform ongoing communications, branding and promotion of the preferred option for ART. The branding and strapline have been agreed.	**Work ongoing to define the market research elements of the work and discussions being had with Stantec on how this can feed into the appraisal.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
BUS - Improving the region's bus network						
BUS 1: Continue to be a key partner of the North East Bus Alliance and ensure a strong partnership continues for the benefit of the north east.	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.	£55.3K in 22/23 (all carry forward from 21/22)	The Bus Action Plan produced by the Bus Alliance and based on the State of the Network Report was published on the Nestrans website in April 2020 and will be updated and reported to the Bus Alliance Board every 6 months. The Bus Alliance submitted a bid to the S Gov's Bus Partnership Fund that was successful and was awarded over £12M funding. Contribution to be made to Aberdeen Rapid Transit option development modelling if the full cost of this work can not be secured via the Bus Partnership Fund grant.	**Promotional campaign for public transport being developed. Quotes being obtained for videos under the Getabout brand to raise awareness of payment methods, ticketing types, journey planning and tracking tools and available concessions. It is aimed to have the videos available for use by end November.**	↑
BUS 2: Develop and deliver the actions contained within the Bus Action Plan, in partnership with the members of the North East Bus Alliance. Our priorities being:	Support the City Centre Masterplan proposals to create a network of bus, cycle and local access only sections within the city centre, similar to that already introduced on Broad Street.	South College St Ph1 improvements being progressed by ACC and involve linking Palmerston Road through to North Esplanade West and a package of junction improvements and road widening measures to increase capacity and improve traffic flow. Alongside the carriageway there will be shared and segregated facilities for pedestrians and cyclists.		The £12M Bus Partnership Fund award will be used to deliver the improvements at South College Street, in support of the City Centre Masterplan by helping to unlock wider improvements for bus priority in the city centre and enabling public realm measures to enhance the city centre as a destination. Main works contract has been awarded to W M Donald and works began in June 2022.	**Works ongoing and full details, including current and future traffic management, can be found on the project website: wmdonald.com/ projects/south-college-street-junction. Aim for full opening in Spring 2023.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
a) bus journey times and reliability		Bus priority measures in support of Aberdeen City Centre Masterplan. Contribution agreed towards delivery of Union Street, Guild Street, Market Street and Bridge Street pedestrianisation and supporting bus priority. Phase 1 works agreed by ACC with Phase 2 works being developed, including elaboration of bus priority measures	£50K in 22/23	Report on traffic management plan went to Council in June. **ETRO2 and options for east and west Union St being developed and public consultation launched on 3 Oct on streetscape designs. The online consultation is at http://www.streets-uk.com/aberdeencitycentre/ and designs were available to view in the Bon Accord Centre from 3-17 Oct with staffed sessions on 6-8 Oct.**		↑
BUS 2: b) information, marketing and promotion	Continue to promote Park & Ride and undertake targeted promotion to encourage increased bus use through the Getabout brand.	Park and Ride website www.getaboutbyparkandride.org.uk was launched via the Getabout brand on 23 October 2019. 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.		Action Plan developed to improve P&R services, facilities, information and promotion through Civitas Portis project. Communications plan also developed and social media plan was implemented in partnership with the two Councils.	**As noted at BUS1 above, public transport promotion being developed as part of Getabout annual communication and marketing plan for 2022.**	↑
BUS 2: e) Interchange between bus services and with other modes:	Improved and safe pedestrian access to bus stops.	Contribution towards the Construction of a 300m Footpath connecting Hareburn Terrace, Blackdog to A90 to assist access to bus services	£71.3K in 22/23 (all c/f from 21/22)	**Roads Standards Group have approved the final design, which requires a departure from the standard specification. Briefing Note being prepared to support the consultation on the scheme which is anticipated to be late Oct.**	**Preparation of tender for the works is currently in development with a view to releasing as soon as possible post consultation.**	↑

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Policy Headings	Current Actions/ Progress			Future Actions/ Progress		Status
RTS actions	Project/Action	Progress	Budget	To be done	Target	
BUS 2: f) Bus stop infrastructure:	Work with the two local authorities to upgrade bus stop infrastructure across the region to ensure it is high-quality, fit for purpose, safe and accessible.	Refresh of All Aberdeen City Bus Stop Flags resulting from information being out of date ie/ bus service numbers etc and procurement of E-paper flags in Aberdeenshire at remote key interchanges.	£91.5K in 22/23 (all c/f from 21/22)	**Contractual paperwork all now approved and award was issued to the supplier on 6 Oct for the Aberdeen City bus stop flags. Anticipate all products being delivered by January 2023.** Remaining budget to be used for procurement and delivery of 10 Battery Powered E-Paper 13" Text to Speech Bus Stop Flag Displays at strategic stops in remote areas across Aberdeenshire.	**Procurement of the 10 E-paper bus stop flags to be progressed.**	↑
		Northfield bus terminus. Resurfacing of the bus turning circle/terminus in Northfield (Howes Road) which is in poor condition and in light of the investment by Stagecoach in new electric vehicles for the 59 service between Northfield and Torry	£25K in 22/23	**ACC has advised that developer funding has been secured for this project and Nestrans funding no longer required.**	**Virement proposed in separate budget report.**	↑
		High Specification Bus Shelters at key strategic interchanges in Aberdeenshire	**£80.8K in 22/23**	**Following items to be procured under the preferred shelter contract with G-Cloud Framework: Mintlaw - 1 High Spec Shelter with a 42" Papercast battery powered e-paper display; Laurencekirk - 1 Solar Powered Pole with a 23" Papercast portrait e-paper display with text to speech and Fraserburgh - 1 High Spec Shelter with a 42" Papercast battery powered e-paper display, plus 2 x High Spec Shelters with 32" Papercast battery powered e-paper displays.**	**A further 32" Papercast display is being purchased as a maintenance stock unit due to the growth of the e-paper estate.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
		Bus Stop Upgrades in Aberdeen - budget agreed for upgrades to bus stop infrastructure (est approx. 15 bus shelters per year) to replace existing infrastructure which has reached the end of its useable life	£100K in 22/23	**Orders have been placed with supplier for replacement shelters. Installation is expected to commence in November, with the majority of sites completed in Nov and Dec, but will be dependent on weather**	**Works order placed with Street Lighting Team to deal with the disconnection of electric at 2 sites.**	↑
BUS 4: Work through the Bus Alliance to develop Bus Service Improvement Partnership agreement(s) (or alternative statutory agreement) based on a package of infrastructure and service improvements and commitments to	Westhill to Aberdeen multi-modal corridor study looking at both Queens Road and the Lang Stracht .	Progression of the previously funded corridor study Phase 2 elements that require further development to STAG detailed (Part 2) appraisal and thereafter preliminary design	Being funded via BPF award	Client group set up. Stantec appointed and inception meeting held in early August. This project received funding via the Bus Partnership Fund and Nestrans budget vired to other projects in Sept. Concept design work has been completed and presented to the client group.	Consultation on options took place 25 May until 1 July. STAG appraisal now completed and **Gateway Review held with Transport Scotland in Sept. Awaiting feedback from this.**	↔
	Ellon to Robert Gordon's University via King Street and Holburn Street multi-modal corridor study.	Aecom appointed following tender in 2020 to undertake a multi-modal study on the Ellon-City Centre - Garthdee corridor. Problems, Opportunities, Issues and Constraints identified and over 100 options generated. High level sifting undertaken.	Being funded via BPF award	This project also received funding via the Bus Partnership Fund and Nestrans budget no longer fully required was vired in Sept 2021. STAG study outcomes were reported to ACC CGR on 3 Feb 2022 and approval given to progress this to outline business case stage	Project approved at gateway review to progress to Outline Business Case. Tender awarded to Aecom and **detailed appraisal and review of Transport Planning Objectives underway.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
be delivered by both public sector and bus operator partners. Corridor studies, in line with the principles of STAG will be used to identify appropriate infrastructure measures to feed into these agreements.	Similar studies will then be progressed on the remaining radial corridors into Aberdeen.	A96 Inverurie - Aberdeen City Centre multi-modal corridor study. Stantec appointed following tender in 2020. The Scottish Government and Scottish Green Party draft shared policy programme agrees to develop a programme of enhanced public transport improvements in North East Scotland, which will include reviewing the A96 corridor with a view to implementing appropriate bus priority measures	Being funded via BPF award £5K in 22/23 (all c/f from 2021/22) Nestrans funding invoiced in full.	This project also received funding via the Bus Partnership Fund. Remaining Nestrans budget approved in Feb for continuation to 22/23 as contingency. Systra procured to test emerging options using ASAM strategic model. Public and stakeholder engagement complete and final STAG report received. Project is proceeding through gateway review with Transport Scotland.	Transport Scotland has requested that Transport Planning Objectives be reviewed before commencing the detailed appraisal and outline business case. **Review of TPOs completed and they were submitted to TS on 10 Oct for approval.**	↑
		A92 multi-modal corridor study between Bridge of Don and Bridge of Dee via Anderson Dr and Parkway. Study will also consider B9077 Great Southern Road and B985 West Tullos Road and previous and ongoing work in relation to Wellington Rd, Bridge of Dee and A90(S) Park & Ride and combine this into a coherent whole	Being funded via BPF award	This project received funding via the Bus Partnership Fund and Nestrans budget vired to other projects in Sept. Jacobs appointed following competitive tender. Objectives agreed following consultation on problems, issues, opportunities and constraints. Consultation on long list of options held on ACC website from 30 May to 1 July 2022.	**Initial option appraisal outcomes reported to ACC CGR in Sept and it was agreed that suggested options be progressed to detailed appraisal and Outline Business Case, in accordance with TS governance decisions on gateways for BPF.**	↑
		South Aberdeen to Laurencekirk Corridor Study. Additional budget allocated as expect that funding in excess of current BPF funded appraisal of Anderson Drive and Parkway and LRDF grant for the Laurencekirk to Aberdeen study will be required to complete overall multi-modal corridor appraisal	£100K in 22/23	Anticipated that Nestrans will continue to lead on study for this section of the corridor as a separate study under BPF. Discussions are ongoing with Transport Scotland to separate this part of the study from the above section between Bridge of Dee and Bridge of Don.	**Officers recently received feedback from Transport Scotland on Case for Change, which was submitted Mar 22. Officers now considering response to comments.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
		A947 multi-modal corridor study from A96 Inverurie Road roundabout to City boundary at River Don. Study will include options for formalising the change of alignment of the A947 from Victoria Street to Riverview Drive through eg placemaking interventions on Victoria Street It will also take cognisance of and complement the A947 Route Action Plan developed by Aberdeenshire Council	£123.1K in 22/23 (all c/f from 21/22) Invoiced to date = £43K	Aecom appointed following competitive tender. Public consultation was extended to January and responses analysed and Problems, Issues, Opportunities and Constraints technical note developed. Transport Planning objectives for the study developed along with long list of options that will next be appraised. Public consultation on option packages took place 22 July - 19 Aug.	**Initial appraisal reported to ACC CG&R Cttee on 21 Sept. Long list of options approved for detailed appraisal and "quick wins" agreed for development using £50K Nestrans budget for A947 minor improvements. Further details in info bulletin.**	↑
		A93 multi-modal corridor study. Study will investigate options along the corridor between Peterculter and Aberdeen City Centre	£89.8K in 22/23 (all c/f from 21/22) Invoiced to date = £27K	Aecom appointed following competitive tender. Transport Planning objectives for the study developed along with long list of options that will next be appraised. Public consultation on option packages took place 22 July - 19 Aug.	**Draft options appraisal report received and to be reviewed prior to reporting to Committee.**	↑
		Assessment of Cumulative impact of Bus Partnership Fund and Aberdeen traffic interventions.	£50K in 22/23 Invoiced to date = £0.8K	Use of the strategic ASAM19 model to assess the cumulative impact of all of the proposals following the multi-modal studies, BPF corridors, CCMP, Beach Masterplan and other relevant works that will limit/reduce/redirect traffic in Aberdeen.	**Brief being developed and to be tendered for consultancy support to undertake the assessment.**	↑
P&R - Maximising the benefits of Park & Ride						
P&R 5: Nestrans will support AC in the expansion of the network of mini-interchange hubs	Crathes mini-interchange 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	£51.5 in 22/23 (all c/f from 21/22)	**AC Legal Team are in the process of completing the land acquisition.**		↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
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to improve accessibility in rural areas, including support for a transport hub in Banchory and further mini-interchange sites where appropriate. These will allow people in more rural parts of the	Oldmeldrum mini-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.	£80K in 22/23 (includes £61.4K c/f from 21/22)	**Options appraisal report presented to Local Members at the ward meeting on 20 Sept, who were content with the rationale for the preferred option. Engagement has now commenced with AC Legal colleagues to carry out the necessary title examinations on the preferred land option.**		↑
RE - Reducing emissions from transport						
RE 3: Support Aberdeen City Council in the delivery of its City Centre Masterplan and Roads Hierarchy proposals to dissuade through	... and substantially reduce traffic in the city centre….	South College St/QE Rbt Ph2 review. Feasibility study to review options for the junction (including active travel) following the opening of the AWPR and any impact this has had on traffic flows in the area with the intention that providing alternative routes for general traffic will help to enable delivery of the City Centre Masterplan and support the Roads Hierarchy proposals.	£47.3K in 22/23 (all c/f from 21/22)	**A direct award has been made by ACC to ensure continuity of the previous appraisal work and the scope of requirements were provided to the consultant to develop a budget proposal and programme for consideration. An inception meeting has now been held and work underway.**		↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
RE 5: Work with partners to extend the network of publicly available electric vehicle charging points across the region, facilitating a move away from petrol/diesel to zero emission	Scoping of Live Lab Proposals	Aecom appointed following competitive tender to undertake Scoping of Live Labs Proposals. This has been commissioned and will be project managed by Nestrans, but is being funded via Aberdeen City Region Deal (CRD). The aim is to develop a long-list of potential pilot interventions and assess them to decide promising concepts that would be deliverable within next 5 years and provide valuable learning opportunities and support the RTS and CRD so they can be considered for further development.	Being funded via CRD	Suggestions for small number of best trial options identified through the Live Labs scoping commission have been considered by CRD committee as part of the Strategic Transport Appraisal programme. **Proposals for Mobility hubs and demountable hydrogen refuelling facilities to be progressed.**	**Consultancy support has been commissioned by Nestrans to progress the mobility hubs and hydrogen re-fuelling capabilities and this will be recharged to the Aberdeen City Region Deal.**	↑
RE 8: Work to ensure full decarbonisation of council, car-club, taxi and other community planning and Getabout partner vehicle fleets within the period of this Strategy, with significant progress by 2030.	EV charge points in Aberdeen	Budget agreed to extend the warranty and maintenance agreements for charge points, make repairs that fall out with this and extend the Sim agreements to allow charge points to stay connected to Chargeplace Scotland network.	£13K in 22/23	ACC's current contracts do not expire until the end of the calendar year, so work on this project has yet to commence, **but they will be purchased in December.**		↔
	EV charger installation in Aberdeenshire	Aberdeenshire Council is arranging a programme of EV charger installations across the area and Nestrans contribution in 21/22 for a charge point in Balmedie has been carried forward and additional funding approved in 22/23 for new EV charger locations and potential upgrades of 50KWh to 150KWh	**£649K** in 22/23 (incl £98K c/f from 21/22)	Details of the EV chargers at each site in tranche 1 now identified and 1x22KW planned at each unless otherwise noted: Westhill - Academy and Swimming Pool; Meldrum Academy, Linden Centre, Huntly (1x 7KW); Deveron Sports Centre, Banff; Buchan House, Peterhead; Bellfield Car Park, Banchory; Viewmount, Stonehaven; Kemnay Academy; Mearns Academy and Ellon Community Campus; Mearns Academy; Portlethen Community Campus (2x 22KW) and Portlethen Swimming Pool (1x 7KW).	**Tender documentation being prepared for issue in October and discussions underway with regards to the next phase of the project. Interest from local communities for new and upgraded infrastructure have been received from Aberchirder, Pitmedden and Kingseat.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
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BC - Encouraging behaviour change						
BC 1: Continue to support the Getabout Partnership and development and roll out of a Regional Sustainable Travel Promotion Strategy to encourage people to travel by active and	Getabout	Getabout continuing to be promoted as the Sustainable Transport Brand at events. Getabout partnership celebrated 10th (tin) anniversary in 2019 and produced money tin can promotional items, encouraging people to save money in the tins from travelling actively and sustainably. Getabout website (www.getabout.org.uk) refreshed to improve editorial access and update graphics. The costs were met from the Travel Planning budget and the new version of the website went live in May 2020.	Costs met from Travel Planning budget	**Arrangements being made for the Getabout autumn/winter festive and road safety campaigns, with digital screen and static adverts booked for Nov, Dec and early Jan 2023 along with a half page advert in the winter Raring 2 Go! magazine and their October digital package (e-newsletter, website banner and social media package). Tender issued for development of videos for a public transport campaign.**	**New Radio advert and graphics have been developed for a 'Be Bright at Night' campaign to improve road safety during the darker nights**.	↑
BC 2: Continue to use the Getabout sustainable	Radio Advertising	Radio advert booking contract on Original 106fm for a minimum of 50 adverts per month has been extended to Feb 2022.	Costs met from Travel Planning budget unless otherwise stated.	**Radio advert promoting Be Bright at Night road safety message for all modes being prepared for use on Original 106fm.**		↑
BC 3: Encourage and support more organisations to develop and implement travel plans, including workplaces and schools across the region.	Travel Planning support	Continuing to provide assistance to companies to develop travel plans. Sweco completed work on the Civitas Portis project on Travel Planning in the North Dee, Tullos and Altens business parks in Aberdeen. Travel planning leaflets for the areas have been designed and printed in 2020 and will be distributed once co-vid restrictions allow.	**£58.7K** in 22/23 (incl £16K c/f from 21/22) Invoiced to date = **£15.9K**	Electronic copies of the leaflets and travel planning reports prepared through the Civitas Portis project are available on the Nestrans website. Travel Planning work is ongoing with partners in the Dyce area and more details below.		↑
	Dyce Travel Plan	Nestrans contributed in 19/20 to cost of consultancy study led by ACC as available Civitas funding insufficient to cover full cost. Atkins consultants appointed and business breakfast held in Jan 2020.	Costs met from Travel Planning budget	Nestrans worked with BP to help them develop a travel plan for moving to new premises within Dyce. **An electronic travel to Dyce Leaflet has been developed and is published on the Getabout website.**		↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
BC 4: Continue to support the Nestrans Sustainable Travel Grant to help organisations promote and encourage active and sustainable travel.	Sustainable travel grant schemes (STGS)	Combined budget approved to continue to provide Sustainable Travel Grant Scheme and Community Sustainable Travel grant in 2022/23. Details on Sustainable Travel Grant Scheme criteria and guidance and the new Community Sustainable Travel Grant approved by Board in June 2021 can be viewed on the Nestrans website.	**£33.7K** in 22/23 (incl 43.7K c/f from 21/22) Grant allocations paid to date = £10K	**Query received from Sport Aberdeen about cycle stands at Dyce Academy and pointed them to Cycling Scotland for advice and their funding for this. Application from Zero Carbon Daviot for 3 e-bikes, secure storage and bike hire scheme. Volunteers will run scheme and grant contribution agreed (funding also being sought from EST and Cycling Scotland). Application from Skedadle for funding towards an app that offers rewards while users play branded games while travelling sustainably was not thought to fit with criteria of grant.**	Details regarding applications for the two Sustainable Travel Grant schemes on Nestrans website. **Case study information now added to website. Application from Camphill Wellbeing Trust for showers, changing facilities and bike stands at Compass project on Craigton Road approved for match funding.**	↑
BC 9: Utilise increased access to data and enhanced digital capabilities to improve provision of information on journey options, live journey updates, ticketing and interchange	Real Time Passenger Information	Budget approved in 15/16 to replace existing RTPI screens in Aberdeen with modern screens that will run on the Aberdeenshire System and installation of further solar powered screens in Aberdeenshire. New system allows messages to be sent to the screens to assist with disruption management. Region wide live bus departure info can be found online at AC, First and Stagecoach websites, on mobile phones using the free Traveline Scotland app, or via QR codes on timetables at bus stops using smartphones.	£20K in 22/23 **Invoiced in full.**	Nestrans has again agreed to contribute to the annual maintenance costs of the system in 2022/23. **Invoice received.**		↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
information to inform journey choices, inform users about their journey both prior to and during the	RTPI E-paper Major Component Replacements	Due to the move to renewable energy/low powered displays, there is a requirement to replace parts such as solar panels, batteries etc. Component life is estimated at present so this is principally a contingency budget based on best judgement	£25K in 22/23	Aberdeenshire Council public transport unit officers planning a replacement programme. **Discussions surrounding requirements progressing.**	**It is envisaged that orders will be placed late Oct/ early Nov for delivery by Jan 2023.**	↑
BC 10: Enhance data gathering, including conducting a region-wide travel survey to provide comprehensive data on how people in the North East of Scotland travel and how they potentially could travel in the future. This will allow Nestrans to focus our work on removing barriers to sustainable travel and improving walking, cycling and public transport in the North East as well as providing us with a	**Comprehensive Travel Survey**	**Comprehensive travel survey to be undertaken to assess changes to travel patterns following the covid pandemic and provide a better understanding of travel and transport modes in order to plan for potential interventions that may be required to help to reduce climate change emissions and meet the Scottish Government's target of a 20% reduction of car kilometres by 2030**	**£40K in 22/23**	**Brief drafted for consultancy support to undertake surveys. Bid submitted to Paths for All through the Smarter Choices Smarter Places Open Fund for match funding. Initial expression of interest accepted and full bid prepared.**	**Awaiting decision of match funding application before finalising and issuing the brief to tender.**	↑
	Regional response to national traffic demand targets	Nestrans has approved a budget to meet the cost of any studies to look into the regional implications of the national traffic demand targets. This allocation would provide an opportunity to ensure that we have evidence available to ensure that the needs of our region are properly represented. This work was not commissioned in advance of STPR2 publication and continuation of the budget to 22/23 was agreed in Feb 2022.	£50K in 22/23 (incl £25K c/f from 21/22)	Tender brief prepared for consultancy support to determine what may be considered realistic for the NE given measures being considered for implementation nationally and regionally, the contribution this will have and definition of the regional offers and asks of Gov and other stakeholders in relation to contributing to the national car km reduction target and broader transport decarbonisation aims.	**Consultants Jacobs appointed following mini-competition using the Scotland Excel Framework. Inception meeting held and inception report received. Baseline information being gathered and access to ASAM19 data has been agreed.**	↑
	Cycle Counter Maintenance	Budget approved again in 22/23 for reactive maintenance/repairs; annual software licence renewals and replacement batteries of cycle counters in Aberdeen to ensure continuity of monitoring from these sites.	£15K in 22/23	**Dyce Drive 2 Counter removed for repair which is now complete and counter is to be reinstalled. Work order issued for required battery changes.**		↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
RD - Maintaining and improving the region's road network						
RD 1: A90(N) and Ellon to Peterhead and Fraserburgh route action	a) Dualling the Ellon bypass to Toll of Birness including upgrades to roundabouts b) Junction upgrade at Toll of Birness to an at-grade roundabout c) Provision of sections of 2+1 lanes on the A90(N) and A952 between Toll of Birness and Peterhead & Fraserburgh d) Targeted safety improvements to the A952, including a roundabout at Cortes junction.	Initial STAG appraisal work has already been carried out to identify and assess the options on this section of the corridor. This strategy will build on the initial work to further develop and deliver a preferred option for each of the above, taking into account the results of the appraisal carried out to date, in particular the environmental constraints associated with the crossing of the River Ythan which has designated areas of nature conservation associated with its estuarial waters and should be protected.		The City Region Deal Joint Committee agreed when they met on 10 June 2022 that the next stages of work on the Strategic Transport Appraisal would include appraisal and business case development for the A90(N)/A952 corridor building on the work previously done for Nestrans on the routes between Ellon, Peterhead and Fraserburgh. Nestrans will co-ordinate the delivery of this through the City Region Deal Transport Working Group.	Review of outcomes of previous studies to be undertaken and consideration given to requirements for further appraisal. **Draft brief being prepared for consultancy support and meeting being arranged with AC officers to discuss this.**	↑
RD 3: A947 Aberdeen to Banff and Macduff route action to deliver safety and operational efficiency improvements.	A947 Route Action	Aecom commissioned in 2016/17 to look at opportunities such as overtaking lanes and junction improvements. Night time audit of any missing road studs and average speed camera case studies undertaken. Delivery of Action Plan to be progressed and business cases developed for individual schemes along the corridor.	£209.2K in 22/23 (incl £109.3K c/f from 21/22) Invoiced to date = **£15.8K**	**Nestrans funding also being used for Banff Bridge (see AT1d)** and to enable AC to submit a bid to TS for funding from their Levelling up Fund for works on A947 such as Overtaking Lanes, Junction Improvements, Widening and General Upgrades. Traffic surveys to be arranged to support this project and £25K to be used for white lining improvements between Whiterashes and Plaidy.	**Work being undertaken by Aecom re. Levelling Up Fund should be complete and a report available by Dec 2022. The outcomes of this will determine how best to progress the overall route improvement work in collaboration with Local Members.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
RD 5: A92 Blackdog to Stonehaven route action to deliver safety and operational efficiency improvements including at Bridge of Dee, improvements on Wellington Road,	Access upgrades to Aberdeen South Harbour	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. Stantec completed STAG part 2 detailed appraisal in Jan 2021. ACC CGR Cttee considered STAG part 2 detailed appraisal on 3 Feb 21 and approved recommended option to route via Hareness and upgrade the coast road and bridge.	Funding for study being provided through the City Region Deal	Updated Strategic Business Case considered at CRD Joint Cttee on 20 Aug and ACC CGR on 25 Aug and both approved seeking draw down of £1.2M of CRD budget for this project to progress the design and an Outline Business Case. This includes, but is not limited to, surveys and investigations, design development, obtaining all necessary approvals, permissions, licences, agreements and consents required.	Strategic Business Case was approved in March 2022 by the Scottish Government. The procurement process for the appointment of design consultants has been completed. **Sweco appointed and project ongoing.**	↑
RD 8: A944 route action measures to deliver safety and operational efficiency improvements.	Strategic Network Monitoring – Phase 4 Queens Road Corridor	Expansion of ACC's current Internet Protocol closed-circuit television (IPCCTV) equipment at traffic signals, along the A944 Queens Road Corridor between Groats Road and Springfield Rd to monitor and better manage changes in traffic flow to assist in reducing congestion and improve journey times	£15.3K in 22/23 (all c/f from 21/22) Invoiced to date = £3K	Equipment has all been delivered and installation of CCTV columns to be arranged. Phase 1 of installation was completed and remaining budget agreed for continuation to 22/23 to complete phase 2 of installation.	**No progress in Sept as contractor was completing CCTV installation at Chapel St car park that had to be complete by Oct. Plan to install equipment next month then commission it.**	↔
RD 10: Monitor and alleviate pinch points on the network to improve journey reliability where appropriate and in line with sustainable travel and	Automatic Number Plate Reading (ANPR) Journey time monitoring sites	Installation of further sites to monitor traffic flow and journey time and would have the potential to collect data on vehicle types and emissions associated with each vehicle.	£79.2K in 22/23 (all c/f from 21/22)	ANPR will provide an accurate data set for journey time monitoring. It will enable network events to be monitored in real-time and could be used to provide info to road users on the time it will take to travel parts of the network ahead eg via Variable Message Signs and other user interfaces. The data set could also be used to assess vehicle types including emission details.	Phase 1 of installation completed and remaining budget agreed for c/f to 22/23 to complete project. **Equipment for Phase 2 was ordered in Sept. Lead time for delivery is 8 weeks.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
RD 12: Consolidated asset management and prioritisation system:	a) Increased investment in maintenance of the existing road network;	King George VI Bridge - Carriageway resurfacing between Riverside Dr and West Tullos Rd following completion of structures work. This would include the carriageway resurfacing and the central reserve.	£265K in 22/23	Contract was awarded on 18 May and on site visit with contractor has been held. Details of Temporary Traffic Regulation Order (TTRO), traffic management and site compound to be arranged.	**Trial pits to be undertaken in the central reservation to reduce unknown risks including the location of buried services and the possibility of finding asbestos in the old waterproofing.**	↑
FR - Facilitating the movement of freight						
FR 1: To continue to facilitate a North East Freight Forum to provide a voice for freight interests and an avenue for dialogue between	Freight Action Plan and Freight Forum	Finalised Freight Action Plan and Freight Forum meetings can be viewed on Nestrans website alongside HGV route maps for Aberdeen City and Aberdeenshire areas and Civitas Portis funded assessments and evaluations.		Online Freight Forum meeting held on 25 Feb 2021.	**Officers' Freight Working Group met on 29 October, discussing national and regional responses to freight issues, and plans for forthcoming Freight Forum Meeting.**	↑
FR 4: To support the development of connections from Craiginches Rail Freight terminal to Aberdeen South Harbour, …	...recognising the potential future importance of the movement of goods between the two.	CRD Joint Committee agreed on 10 June that the next stages of work on the Strategic Transport Appraisal would include a Rail Freight Demand and Options study, considering future opportunities arising from Aberdeen South Harbour and the adjacent Energy Transition Zone.		**Nestrans will co-ordinate this project through the City Region Deal Transport Working Group. Tenders returned following mini competition using the Scotland Excel framework and are currently being assessed prior to appointment of a consultant.**		↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
AS - External air and sea connections						
AS 1: Nestrans will continue to work closely with Aberdeen International Airport to maintain and enhance …	... connectivity to international hubs (particularly London Heathrow, Amsterdam Schiphol and Paris Charles de Gaulle).	**Loganair has announced growth of 30% in their offering from Aberdeen with an extra flight being added in summer 2023 to Manchester and Esbjerg from Aberdeen and increased capacity through larger aircraft across its Dublin and Birmingham routes.**		**British Airways has added a new route with daily flights from Aberdeen to London City airport from Tuesday 1 Nov until Sunday 22 Jan 2023. Emerald Airlines, operator of Aer Lingus Regional announced increased capacity with new daily flights from 30 October to Dublin.**		↑
AS 4: In line with the Regional Economic Strategy for the north east, Nestrans supports the continued investment in the development of our ports and harbours	Peterhead Harbour	Investment into Peterhead Harbour has provided a much larger fish market and covered landing areas, stores, ice, boxes, water, fuel and all manner of repair services. The inner harbours were deepened to 6.5m and a commitment to completing a further 100m of deepwater berthing at Greenhill has been made. Work commenced in October 2016 and should be substantially complete in April 2018. Further details on Port Authority's website		**Asco, which operates the Asco South Peterhead supply base has pledged to work with Storegga on their Acorn carbon capture and storage project. The memorandum of understanding will focus on the development of the Peterhead Port jetty adjacent to the Asco base which is set to be used for the import of CO2.**	**The Acorn scheme is awaiting the decision of government support for green freeport status. It is thought the 2 bids for green freeports with special tax status in Scotland has been decided and will be made public imminently.**	↔
RS - Road safety and casualty reduction						
RS 3: Nestrans will work with partners to deliver safe cycling and walking	We will work with partners including the local authorities, Sustrans and others to deliver segregated provision for vehicles, pedestrians and cyclists	Cycle education linked to Integrated Travel Towns (Peterhead, Fraserburgh, Inverurie, Huntly & Portlethen)	£10K in 22/23 (all c/f from 21/22)	AC has not been able to progress this to date due to concerns regarding Covid restrictions. No progress to date, following a reallocation of available resources.	**Although AC plan to recruit a further road safety officer, they are unable to progress this project in 22/23 and virement proposed.**	↔

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
RS 4: Work with the Roads Authorities to identify routes and locations where enhancements or speed restrictions could contribute towards fewer collisions or result in less severe injuries. This will include priority routes identified in the section on Maintaining and Improving the Region's our Road Network and at individual locations where risks have been noted or collisions have occurred.	General Road Safety Improvement in Aberdeenshire	Contribution to works, including bend mitigations/skid resistance, road studs renewal and vehicle restraining system repairs and improvements	**£433.2K** in 22/23	Roads schemes have identified a number of schemes to take forward this year and work ongoing to prioritise these. Previous separate budgets for specific types of road safety intervention were agreed to be amalgamated to allow for greater flexibility if more demand for one type.	£150K has been allocated for vehicle restraining systems. **Sites have been identified and are being assessed on a priority basis. Details of programme will be provided once this has been completed**.	↑
	A98 Watermill Road, Fraserburgh at B9031 Junction	A turning lane had been proposed, but ACC members thought a signalised junction may be better and requested a full feasibility report on options.	£20K in 22/23	**Following feasibility it has been identified that a roundabout would be required due to the close proximity of numerous junctions and roads. This has been estimated at a cost of £450K- £500K and would require a CPO, major design and diversion of existing utilities.**	**No further spend anticipated in 22/23 and virement proposed in separate budget report.**	↔
	A98 Ladysbridge	Contribution to the design and construction of a right turning lane at Ladysbridge.	£20K in 22/23	**Following feasibility it has been identified that the two side legs would require to be separated / staggered to fit in a right turn lane at an estimated cost of £250K. This cannot be achieved within existing land and would require a CPO, major design and diversion of utilities.**	**No further spend anticipated in 22/23 and virement proposed in separate budget report.**	↔
RS7: Nestrans will continue to engage with the public and other partners, including Road	Road Safety Education	Bespoke talks in towns with high collision incidences by professional engagement team. Budget approved to carry forward to 21/22 as talks were unable to take place in 20/21 due to covid.	£40K in 22/23 (all c/f from 21/22)	Proposed programme being developed and costed and likely to include cycle roadshows for adult and child cycling engagement	**Although AC plan to recruit a further road safety officer, they are unable to progress this project in 22/23 and virement proposed.**	↔

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
Safety North East Scotland, to raise awareness, educate and promote messages of road safety.	Road Safety North East Scotland (RSNES)	Getabout regularly participate in safety campaigns in partnership with the Road Safety North East Scotland partnership and Police Scotland. **Budget for 22/23 being used as part of Getabout/ RSNES winter safety campaign, building on the Be Bright at Night campaign in 2021 and focussing on both peds/cyclists and vehicle drivers.**	£15K in 22/23	**Booking made with Clear Channel for adverts on 5 x Mall Screens at Union Sq from 1 Nov - 9 Jan, 27 x Adshel Live signs in Aberdeen (105,000 plays) from 4 Nov - 9 Jan between 3pm - 7pm Friday - Sunday, 25 x Static Adshel sites in Aberdeenshire (5 every 2 weeks for 10 weeks btwn 7 Nov - 9 Jan) and 100,000 geo locate targeted advertising impressions through mobile phone apps.**	**This will be supplemented by advertising being arranged and funded via the travel planning budget that will cover adverts on bus backs and radio.**	↑
RU - Improving accessibility in rural areas						
RU 1: Building on the work that Aberdeenshire Council has done to review fixed route and demand responsive transport provision in the area, undertake a rural ...	... accessibility audit to better understand which areas are most likely to experience poor levels of accessibility and to establish appropriate levels of connectivity across all of Aberdeen and Aberdeenshire, based on settlement type.	Tender issued by Aberdeenshire Council, with assistance from Nestrans, to evaluate the performance and benefits of the Aberdeenshire Enhanced Demand Responsive Transport Service 'Ready2Go' which was launched in August 2021. The Study will provide a robust evaluation of the performance of the trial and make recommendations on where and how such a model of service delivery can be implemented elsewhere within Aberdeenshire.	Nestrans contributed to the £37.6K cost of this study through the Bus Action Plan budget in 21/22.	Stantec appointed following evaluation of tender returns and inception meeting held. Baseline service review and surveys with users and some non-users of the Ready2Go service completed. Draft of final report received and being reviewed.	Nestrans contribution of £11.3K invoiced and funded via Bus Action Plan budget. Evaluation outcomes reported to Board in Sept 2022. **Proposal for a contribution towards a 2 year rural transport officer post in separate bus action plan report.**	↑
RU 5: Encourage and facilitate the trial of new models of rural public transport provision, including :	Demand responsive transport, MaaS journey planning and transport integration opportunities, new start entrepreneurs and community led initiatives, maximising technological and digital opportunities with partners such as	Cairngorms National Park has received almost £12.5Million Heritage Horizon Award Funding in July 2021 via the National Lottery Heritage Fund to preserve the landscape and wildlife and to enable more people to access the area using sustainable transport.		Meeting held with Nestrans staff to discuss sustainable transport proposals planned for Deeside area including shuttle buses and an e-bike network with hubs in Ballater and Braemar to improve access by all abilities to the Park, and active travel measures to address network gaps. A dedicated member of staff has been recruited through the project for the Deeside area	Nestrans working with CNPA and other stakeholders on the Park's Strategic Sustainable Travel Plan. **Aecom appointed following tender for Deeside Active Travel project.**	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
HE - Improving access to health						
HE 1: Continue to work with partners, including the NHS, Health and Social Care Partnership, Scottish Ambulance Service, Community Transport Association and Local Authorities, to further develop and deliver the Health and Transport Action Plan.	Health & Transport Action Plan	HTAP works being progressed by HTAP support manager and sub groups. Further funding approved for 2022/23 to continue part funding of the HTAP Programme Support Manager and general HTAP actions.	£35K in 22/23 (incl £10K c/f from 21/22) Invoiced to date = **£14.6K**	The HTAP Steering Group meet every 2 months. Minutes are given within the Director's Report. **A review of the main HTAP document is underway and being overseen by the HTAP Steering Group and further details in separate report on agenda. Workshops are being planned to help partners identify future areas of focus and activity for the next five years. The HTAP Programme Manager is presenting to the STAR conference in Glasgow on 2 Nov regarding the journey of partners involved with HTAP and the progress made.**	**The HTAP Annual Report has been drafted and will be reviewed by the HTAP Steering Group on 27 Nov for approval and publication. The final version will be reported to the Nestrans Board in December.**	↑
	Grampian Volunteer Transport Awards	**Plans being progressed for the fifth awards event and prize sponsors are currently being sought.**		**A call for nominations will be communicated through the press and the social media of partner organisations.**	**Deadline for nominations will be 23 Nov with the awards event held on 9 Dec.**	↑
HE 2: Continue to work with our partners in the Health and Transport Action Plan to provide advice, guidance and support for	BeLinkD	Nestrans had previously awarded £2.5K to this free to the user community transport pilot in the Buchan area of Aberdeenshire. The pandemic and lockdowns and physical distancing restrictions have all impacted on the pilot.		**An evaluation of the BeLink'D community transport pilot is being undertaken by FJA Consulting Ltd on behalf of Buchan Dial A Community Bus. The pilot, which was delivered in the Buchan area, has ended and partners are inputting to the evaluation.**	Dialogue ongoing with community transport and local authority managers about transport for health and social care in the Banff area	↑

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
HE 3: Continue support for THInC, to provide advice and sign posting for transport to health and social care appointments.	THInC, Public Transport Units and Support to the NHS/Patient Transport Service.	Patient transport requests for hospital appointments, hospital discharge and COVID-19 tests were directed to THInC from NHSG, the PTS, the Grampian Coronavirus Assistance Hub and direct from members of the public. THInC staff liaised with transport operators including private operators contracted by NHSG, community/voluntary transport organisations and Councils to arrange transport.	£9.65K in 22/23 Invoice received for agreed contribution in 22/23 of £9,774	THInC continues to be funded by Nestrans, NHS Grampian, Aberdeen City Council and Aberdeenshire Council. THInC is included within vaccination appointment letters. Partner contributions agreed and slight increase against approved budget within acceptable level of variance.	**A new webpage for THInC has been created and is hosted as part of the Nestrans website account. The address is: https://thinc-hub.org**	↑
HE 4: Lobby to raise the profile of access to health issues at a national level, the need for a more consistent approach and for greater financial	Partnership working	**A one day training session "Using Place as a lens to improve Health" was arranged by NHSG and held at Aberdeen Art Gallery on 28 Sept 2022. The Nestrans Transport Strategy Manager and Transport Executive (Travel Planning and delivery) participated.**		**An online briefing on changing mortality rates for transport and health colleagues with an aim to build awareness around changing health outcomes and inequalities has been arranged for 1 November 2022.**	**The speaker is Dr David Walsh of the Glasgow Centre for Population Studies.**	↑
AA - Improving access to the transport network for all						
AA 1: A programme of access for all improvements at all key public transport points, and within urban areas and town centres, to	f) Upgrade facilities at Peterhead bus station to improve access and operation of services within the site.	Opened July 2007. Redesign of Site to include waiting room minor refurbishments, footpath improvements, bus shelter replacement and upgrade of RTI to E-paper Displays.	£250K in 22/23	Bus Shelter supplier site visit anticipated end of August to aid in the bus stop infrastructure proposal. Require to consider other street furniture options to enhance the customer experience. May have to consider the passenger waiting facility fascia improvements next financial year.	**Plan for works still in progress. Awaiting availability of Projects Team to take project forward.**	↔

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
AA 3: Work with bus operators and local authority partners to improve the punctuality and reliability of bus services in order to make this a more ...	... Reliable mode of transport, thus reducing levels of uncertainty and anxiety for many when travelling (further details on this are contained within the chapter 'improving the region's bus network').	Multi-modal corridor studies being funded through the Bus Partnership Fund looking at bus priority measures to deliver journey time, punctuality and reliability improvements. See actions under ART and BUS.		**First Aberdeen is consulting on the removal from 5 December 2022 of services 8/8a Dubford - Aberdeen Royal Infirmary and X27 City Centre - Aberdeen Airport/Dyce due to low passenger demand. The consultation closes on 23 October 2022.**	**Stagecoach are introducing a number of timetable changes in the north east from 31 of Oct following an extensive review of travel patterns, as well as feedback received from public consultations and online submissions. Full details on their website.**	
PP - Planning and designing places for people						
PP 1: Provide support and input to the development planning process at a national, regional and local level, in line with the key priorities of this strategy.	Aberdeen Sub Area Model (ASAM) - Nestrans manage and maintain the strategic regional model to ensure it provides a suitably robust tool for transport and land use appraisal	CRD funding used to meet costs of upgrade to strategic Aberdeen Sub Area Model (ASAM) to 2014 base year. 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. Nestrans in partnership with TS, AC, ACC and SDPA appointed Systra in July 2019 following competitive tender to update ASAM to a 2019 base year with 2022, 2027, 2032, 2037 and 2042 forecast years.	Costs for ASAM update to 2019 base year following opening of AWPR to be met via CRD	Significant data collection exercise undertaken in autumn 2019 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. Base 2019 model, realism sensitivity tests and demonstration tests completed. Info from the national land use model used to develop forecast years under high and low growth scenarios in accordance with the national model.	Model development report being prepared and data files provided to auditor to enable audit to start. **Systra aim to complete model development report for client review by 7 Nov. ASAM19 data being provided for Aberdeen Rapid Transit option development, the Beach Development Framework and 20% veh km reduction study.**	↑

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

Policy Headings	Current Actions/ Progress			Future Actions/ Progress		Status
RTS actions	Project/Action	Progress	Budget	To be done	Target	
PP 4: We will support Placemaking principles, creating environments for people which …	...are not dominated by traffic in town and city centres, residential areas and communities as well as other places where people will want to walk, linger and visit.	Aberdeen Beach Masterplan - Contribution to the development of an Access Strategy that considers the traffic elements of the proposals and supports the Development Framework for the Beach area.	£50K in 22/23	ACC has procured consultancy support and the Access Strategy - Traffic Impact Assessment has been completed. Work on-going to determine the nature and location of required infrastructure mitigation, indicative plans and the potential level of demand reduction required.	Consultancy support to be extended to support ACC, Streets UK and other partners with public and stakeholder consultation. **Preparation underway for consultation event.**	↑

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

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26 October 2022

8 - Publications and Consultations

1. Purpose of Report

1.1 The purpose of this report is to inform Members of recent publications and consultation responses.

2. Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030

2.1 Transport Scotland have published a draft Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030. This is currently out for consultation until December 2022. A link to the document and consultation is available here. The deadline for response is 10 December. It is the intention to bring our draft response to Board at our December meeting. Among the main points that Nestrans will seek to highlight is that the additional funding for Active Travel projects needs to be supported through multi-year capital and revenue funding, thereby allowing allow local authorities and regional transport partnerships to better build the capacity to design and implement new active travel infrastructure.

3. Spaces for People

3.1 Spaces for People was a flagship Scottish Government programme launched at the start of 2020, early in the Covid-19 pandemic, to enable people to make essential journeys and exercise during lockdown. Sustrans have recently published three reports on the evaluation of the programme, available from the following links.
Spaces for People Programme Evaluation
Spaces for People: Lessons Learned
Spaces for People: Equalities Report

3.2 Managed by Sustrans Scotland, the £38 million fund was made available to local authorities and other statutory bodies to introduce temporaryinfrastructure to protect public health and alleviate the effects of lockdowns. Short term measures included widened pavements, 'pop-up' cycle lanes and reduced speed limits.

3.3 The reports provide insights on the extent to which the overall aims were achieved (or were not) as well as how those with protected characteristics were impacted by the programme and highlights key learnings and recommendations to be taken forward. The recommendations included;

a) Ensuring accessibility for all through high quality Equality Impact Assessments,
b) The need for robust communications strategies,
c) Sharing information with communities prior to implementation

Positives included;

a) The collaboration and communication with and between organisations,
b) Using temporary measures as trials,
c) The rapidity of the roll-out.

The latter point however also became a limitation and challenge to both design ambitions and the communication and consultation that took place with communities.

4. Tactran Regional Transport Strategy

4.1 Tactran have commenced work on writing a new Regional Transport Strategy for the Angus, Dundee, Perth & Kinross and Stirling Council areas to consider the challenges and opportunities that have arisen since 2015, not least the Climate Emergency declared by the Scottish Government and the four constituent Councils.

4.2 During Summer 2021 they sought views on issues that should shape the strategy and Nestrans responded to a consultation on their Main Issues Report.

4.3 Tactran have now issued a further consultation through which they are seeking to:

a) Help people understand the scale of change that will be required to achieve climate change targets, and
b) Understand what the implications of change will be for individuals, businesses and those who manage the transport networks within the region.

This is titled 'A conversation about changing how we travel' and is available at https://tactran.gov.uk/projects/regional-transport-strategy/..

4.4 A draft response has been prepared and is provided in Appendix A and focusses on areas where there are issues of cross boundary relevance.

5. SWestrans Regional Transport Strategy (RTS)

5.1 SWestrans is the RTP covering the Dumfries and Galloway area of Scotland. It has also produced a draft RTS for consultation.

5.2 SWestrans RTS is clear and detailed in the direction that the south west of Scotland will take in the transport sector in the years ahead. It is strong in sticking to the national messages and is clear in how that will apply to the region. As a body that represents the north east of Scotland, Nestrans is happy to see a strong focus on strategic connectivity mentioned throughout their RTS, including strategic road connections to the Irish Sea Ports.

5.3 Part of this commitment to tackling the impact of HGV's, SWestrans have committed to investigating the role of rail freight and what role that could have in the movement of freight within the region. This shows they recognise the wider issue of decarbonising the transport sector and the RTS features work on creating connectivity through both increase in the active travel and public transport networks.

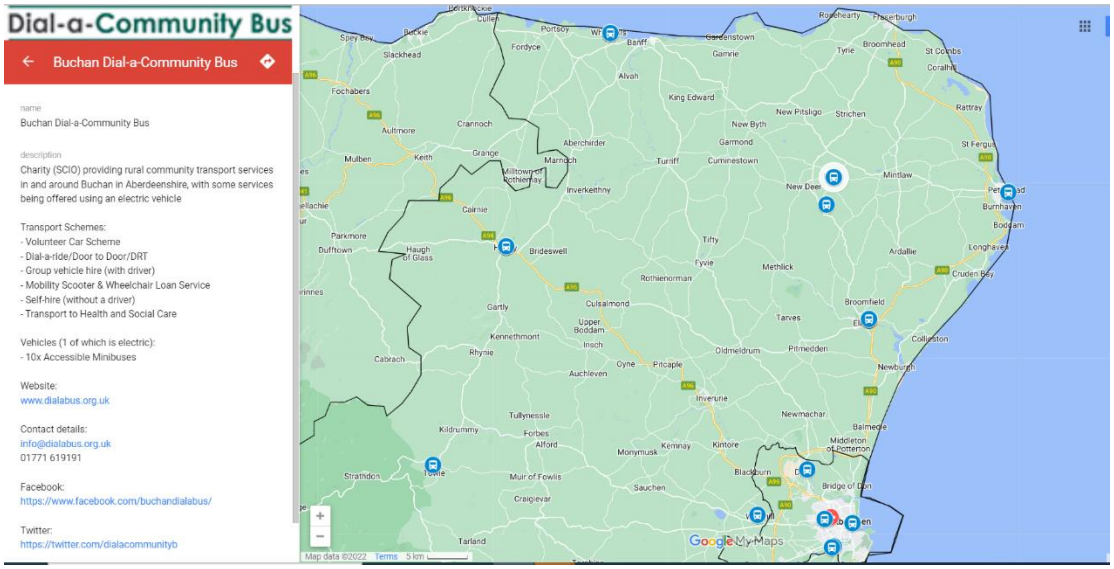
5.4 Furthermore, the work on roads also links to plans to improve the connectivity between the ferry ports at Loch Ryan and Cairnryan to Northern Ireland, which could have a positive wider impact to the north east of Scotland. Overall, SWestrans recognise the relationship between the local, regional, and national scale and as Nestrans we can be pleased that another RTP is shaping their regional strategy through the vision of the national agenda.

5.5 A draft response to the consultation survey is included in Appendix B, which asked about all aspects of the draft proposals.

6. Community Transport Association – Mapping Exercise and More Than a Mini-Bus Report

6.1 During September 2022, the Community Transport Association (CTA) published two significant reports: a community transport map of Scotland; and a report providing an overview of the sector in Scotland. Both resources are currently available from their website.

6.2 The interactive map provides a Clickable resource enabling interested parties to find out about community transport organisations, their description, and relevant contact details. It is very practical and user-friendly, helping to demonstrate the breadth and depth of service that is available from the community sector in the north-east, and across Scotland. A screen-shot is shown below from the map, showing details for Buchan-Dial-a-Community Bus.



6.3 The More than a Mini-Bus report, outlines the state of the community transport sector in Scotland in 2021, following a detailed analysis of operations across Scotland. Key recommendations revolve around:

- Protecting funding for community transport, recognising the vital role played by the sector, but soaring fuel, labour and vehicle costs;
- Addressing the threat of driver shortages, and for volunteer support;
- Helping the sector work towards net zero;
- Investment in transport to health and social care;
- Fairness in concessionary travel;
- Better integration of community transport with the wider transport network.

6.4 Nestrans currently works with the CTA as part of the Health and Transport Action Plan, and their contribution to the issue of access to health and social care has been valued. This new report provides further evidence to progress policies relating to community transport in the region.

7. Recommendations

7.1 It is recommended that the Board:

1. Note the publication of the draft Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2020.

2. Note the publication of the Spaces for People Programme Evaluation, Lessons Learned and Equalities reports.

3. Note the publication of Tactran draft Regional Transport Strategy and approve the draft response contained as Appendix A to this report.

4. Note the publication of Swestrans draft Regional Transport Strategy and approve the draft response contained as Appendix B to this report.

5. Note the publication of Community Transport Association's Scotland Mapping Project, and More than a Mini-Bus Report.

Report Prepared by:
Jon Barron, Kirsty Chalmers, Adam Kench, Paul Finch

17 October 2022.

Appendix A

Draft Response to Tactran's Regional Transport Strategy 2023-2033

Q1: Do you agree with the objectives and outcomes?
Yes we agree with the objectives and outcomes presented which appear to demonstrate a clear link to the pillars of the National Transport Strategy and in turn are therefore also aligned with the Pillars of the Nestrans Regional Transport Strategy. The scale of the challenge is significant and recognising that surface transport trips between the north east and central belt will have an impact on the vehicle kilometres in the Tactran region, Nestrans is committed to working in partnership to achieve the objectives and outcomes of both the Tactran RTS and the Nestrans RTS which has a priority to significantly increase the proportion of journeys undertaken by sustainable transport rather than car driver.
Question 2: Do you support the general approach outlined in to hit or better the interim climate change and child poverty targets by 2030?
Yes we agree with and support the general approach outlined. In addition to requiring strong and declared political support, this approach will also require significant additional funding and resource dedicated to delivering the step change improvements in active travel and public transport improvements required. When it comes to public transport provision, it is likely that this funding requirement will include ongoing revenue support as well as increased capital investment.
Question 3: **Do you agree with all the delivery themes? Which do you consider are the most important?**
Yes we agree with all of the delivery themes and although have not identified a priority there are a number of issues that, although are potentially covered within these high level overarching themes, would be worth highlighting: Improving safety - the importance of improving safety for active travel and public transport users as well as road safety issues. Improving access to public transport – the importance of punctual and reliable bus journey times in improving access to public transport.

Which potential measures don't you agree with or which may assist you the most? What is the likely impact of the measure on you? Are there potential measures we have not included?
Of particular relevance to the Nestrans region are the measures under Improving strategic connectivity. There are a number of actions in the Nestrans RTS, particularly under the headings 'Improving the rail network' and 'Maintaining and improving the region's road network' that are particularly relevant and align with the potential measures listed here. In relation to improving network resilience, the impacts of climate change could have significant impacts on the strategic transport network, particularly rail and road links, in the future and this should be reflected under network resilience. One area which is potentially not included in the current list is the future role of new technologies e.g. links to digital strategies and new uses for data, alternative fuels and the potential for connected and autonomous vehicles.

Information about you

If you are responding on behalf of an organisation

Name and/or organisation	Kirsty Chalmers, Nestrans

Appendix B

Draft Response to Swestrans' Regional Transport Strategy 2023-2033

1. **Please confirm that you are 16 years of age or above**
- I am 16 or above

2. **Are you responding**
- on behalf of an organisation

3. **Please state the name of your organisation**
   Nestrans

4. **Have you read the draft Regional Transport Strategy**
- Yes

TRANSPORT CHALLENGES AND PROBLEMS

5. **In Chapter 3 the draft RTS has identified 99 individual transport challenges and problems. Do you agree or disagree that these provide an appropriate focus for the RTS?**
- Agree

6. **Please provide any further comments to explain your response if you wish**
   The RTS is clearly set out and easy to follow; the detail is high but remains focused on the framework that is set in the introduction as set by the national agenda.

7. **Are there any other transport challenges and problems which have been missed?**
- No

8. **What other transport challenges and problems should be considered and why?**
   N/A

VISION

9. **The RTS vision is set out in Chapter 4. Do you agree or disagree that this should be the vision for the new RTS?**
- Agree

10. **Please provide any comments to explain your response if you wish**
    The RTS is clear in the direction it wants to take travel for the south west of Scotland. The vision aligns with that of national policy and ultimately that means the right steps are being taken to conserve continuity in decision-making across Scotland.

OBJECTIVES

11. **The Strategy Objectives are outlined in Chapter 4. Do you agree or disagree that these should be the Strategy Objectives for the new RTS?**
- Agree

12. **Please provide any comments to explain your response if you wish.**

The 5 strategies are strong in their relationship with scale; with a mixture of sub objectives within each of the 5 objectives that target either the local, regional or national level of development.

13. Do you think any other Objectives should be considered for the new RTS?

- Yes

14. What other Objectives should be considered for the new RTS?

We consider a further discussion on digitalisation would be useful in the context of reducing car travel.

MOBILITY THEMES

15. We have identified 'Enabling more sustainable development' as one of the key themes for the RTS in Chapter 5. How important is this theme for you?

- Extremely important

16. Please provide any thoughts and comments on the policies and actions in the box below if you with.

Sustainable development brings its challenges, but it is an opportunity for the transport sector to improve - socially, economically and environmentally. To reference polices and actions I think the infrastructure first initiative mentioned has strong credibility as citizens will bond with the area rather than being frustrated with its failures and shortcomings.

17. We have identified 'Connecting our communities' as one of the key themes for the RTS in Chapter 6. How important is this theme for you?

- Extremely important

18. Please provide any thoughts and comments on the policy and actions in the box below if you with.

The policy and action which I think that is significant is 'SWestrans will spend at least 50% of its capital budget on active travel'. Active travel is at the top of the sustainable travel hierarchy and therefore important for communities. A strong active travel network connects communities together and the high detail of figure 6.1 shows the volume of change that is hopefully going to happen which is exciting to see.

19. We have identified 'Transforming travel in the region' as one of the key themes for the RTS in Chapter 7. How important is this theme for you?

- Extremely important

20. Please provide any thoughts and comments on the policy and actions in the box below if you wish.

The separation of public transport, active travel and road use is important in to increase use of public transport and active travel. Public transport to improve journey times by being outside of congestion issues. With regards to active travel by being separated from the conventional road use, this can provide a safer environment for active travel users.

21. We have identified 'Reducing the impact of transport on our communities' as one of the key themes for the RTS in Chapter 8. How important is this theme for you?

- Extremely important

22. Please provide any thoughts and comments on the policy and actions in the box below if you wish.

Transport is well known for having a high carbon footprint and the RTS in chapter 8 gives clear measures of how it may be possible reduce this. Priority E – new rail freight hubs is an example which is encouraging to see and it will be interesting to see that develop.

23. We have identified 'Enhancing access to transport services' as one of the key themes for the RTS in Chapter 9. How important is this theme for you?

- Extremely important

24. Please provide any thoughts and comments on the policy and actions in the box below if you wish.

Enhancing access is about providing equality and that is something that is visible in the national plans for transport. 'Priority vii - Improving accessibility to railway stations should be prioritised in Annan, Dumfries, Kirkconnel and Sanquhar where access arrangements could be limited for some disabled users', shows that SWestrans want to make train travel accessible to all and therefore this is just one part of improving access to transport services.

25. We have identified 'Sustainable and extended local and regional public transport connectivity' as one of the key themes for the RTS in Chapter 10. How important is this theme for you?

- Extremely important

26. Please provide any thoughts and comments on the policy and actions in the box below if you wish.

The tier system on bus use in the region is strong as it is looking at the long-term future of public transport for all types of journeys across the region.

Tier 1 – Community Level Provision

Tier 2 – Supported Local Bus and Community Transport Services

Tier 3 – Commercial Local Bus and Rail Services

Figure 10.2 shows the improvement that needs to be made; especially in Stranraer and the west of the region which produced a higher frequency of 3-5 than could be see around Dumfries and the east of the region.

27. We have identified 'Improving the quality and affordability of our public transport offer' as one of the key themes for the RTS in Chapter 11. How important is this theme for you?

- Extremely important

28. Please provide any thoughts and comments on the policy and actions in the box below if you wish.

Cost plays an important role in our access to mobility services which is understandable, but cost should not overshadow the need for quality. We think the integration that is mentioned is the most important point. In a region like the south west of Scotland the options are not the same as you would find in the central belt due to the higher number of rural communities in the region. Therefore, providing integrated ticketing allows citizens to travel those more difficult journeys in an effective way.

29. We have identified 'Supporting safe and effective connections to Loch Ryan and other strategic sites' as one of the key themes for the RTS in Chapter 12. How important is this theme for you?

- Extremely important

30. Please provide any thoughts and comments on the policy and actions in the box below if you wish.

Providing connections across the region means that you will see better connections across Scotland too. Not only to Scotland but to Northern Ireland as well due to the ferry crossings at both Loch Ryan and Cairnryan. The 'dualling of all or parts of the A7, A75, A76, A77 and A709' will be beneficial in making this connection from the ferry ports smoother as

traffic can move freely, creating more efficient connections to the rest of the south west of Scotland and then through Scotland.

31. We have identified 'Managing our car traffic' as one of the key themes for the RTS in Chapter 13. How important is this theme for you?

- Extremely important

32. Please provide any thoughts and comments on the policy and actions in the box below if you wish.

With a high level of car dependency in the region, it is important to manage the flow of current traffic. Whilst at the same time looking at offering alternatives to elevate congestion and make progress towards the Scottish Government's 20% car km reduction target showing the recognition of the wider national policies.

33. We have identified 'Making the most of new opportunities' as one of the key themes for the RTS in Chapter 14. How important is this theme for you?

- Extremely important

34. Please provide any thoughts and comments on the policy and actions in the box below if you wish.

Being a car dependent region, it is good to see the need to make the most of new opportunities. We think the rental schemes with electric vehicles is a strong plan and will allow people to make the journeys they need without needing to own a private vehicle themselves.

35. Chapter 16 details a set of Key Performance Indicators (KPIs) linked to the Strategy Objectives. Do you agree or disagree that these KPIs provide an appropriate means to monitor the performance of the RTS?

- Agree

36. Please provide any thoughts and comments on the KPIs in the box below if you wish.

Each strategy objective gives a healthy list of KPI's to monitor the evaluation. It provides strong indicators across a range of transport modes and covers all the NTS2 priorities – reduce inequalities, take climate action, help deliver inclusive economic growth and improve our health and wellbeing.

GENERAL COMMENTS / STATUTORY ASSESSMENTS

37. Please provide any general comments about the Equalities Assessment below.

> Detailed and clear.

> The SWestrans Equalities Outcomes is clear on how 4 inequalities were tackled in the development of the RTS.

> Strong in showing the compatibility of RTS Vision with Equalities Framework.

38. Please provide any general comments about the Strategic Environmental Assessment below.

> Mentions goals on emissions for the 75% reduction in 2030 alongside highlighting the goal to achieve net zero by 2045 which is good to see.

> Explores a wide range of environmental impacts – discussing both the impact on the human and the landscape.

> It nice to see concerns being raised in the EIA, because sometimes it can focus on mitigation strategies. One of note is the impact on cultural heritage and how new

development in transport could create pressures on all areas of development in Dumfries and Galloway.

39. Please provide any general comments about the RTS below.

Strong RTS and shows relationship with the national objectives, which is welcomed by Nestrans.

ENDS

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26 October 2022

9 - 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.

Press and Communications

A summary of Press Enquiries, Media Releases and coverage relevant to Nestrans since the last Board meeting is attached as **Appendix 1** to this report.

Getabout Overview

The Getabout partnership is a group of organisations that work together to promote active and sustainable travel choices across the north east. The partnership exists on a voluntary basis, with a working group that meets regularly throughout the year, and has done so for over 10 years. The group share information and best practice, as well as collaborating and sharing resources (including staff time, budget and marketing items) for undertaking promotional campaigns and events.

The chair of the working group changes on an annual basis, so there is no lead partner. The current chair is Nestrans' Active Travel Development Officer. Current partners are:

- Nestrans
- Aberdeenshire Council
- University of Aberdeen
- NESCOL
- The James Hutton Institute
- Aberdeen City Council
- NHS Grampian
- The Robert Gordon University
- Energy Saving Trust

The work undertaken by the Getabout partnership particularly contributes towards several of the themes of the Regional Transport Strategy, including Mode Shift, Air Quality, Carbon Reduction and Zero Fatalities on the Road Network.

Modal Shift, Air Quality, and Carbon Reduction

Getabout conduct campaigns throughout the year to get individuals to think about their travel behaviour and supporting them with resources to make a change. Campaigns also highlight the health benefits of travel choices, including promoting the health benefits of active travel, as well as air quality improvement and the health benefits of reducing pollutants and climate change emissions due to modal shift.

Zero Fatalities on the Road Network

Getabout focuses on safety and opportunities for casualty reduction though the work with partners at Road Safety North East Scotland (RSNES). Recent marketing campaigns have focused on raising awareness of safety for cyclists and pedestrians using road casualty trend data.

Getabout working with the RSNES allows us to work with other partners such as Police Scotland and the Scottish Fire and Rescue service who help to promote our campaigns. They have supported us by promoting our road safety campaigns on their social media and by helping to educate individuals they meet whilst carrying out their duties, including handing out bike lights to cyclists who didn't have any. 110 sets of Bike lights were distributed by Police Scotland between 11 October and 31 December 2021 in Aberdeenshire and Aberdeen City on behalf of the Getabout partnership.

Our Be Bright at Night 2021 campaign was praised in the Scottish Parliament and we had requests from other areas to use our campaign graphics.

RSNES worked with The Press & Journal earlier this year to highlight the changes to The Highway Code. This work has been further supported by Getabout social media messaging over the year.

Lots of people are already open to the idea of changing their travel behaviours and are aware of the importance of active and sustainable travel in issues such as carbon reduction, improving health and well-being, and reducing the cost of living. Yet while many are motivated and understand the need for change, barriers may stop them from acting. Getabout serves to be a hub to inform, highlight and support people with information and resources. The Getabout website is a

good source of information and signposting. This is the link to our latest campaign. https://www.getabout.org.uk/autumn-adventures/

Key to the success of Getabout is that partners work collaboratively to address barriers to change, and advocate for their respective organisations to provide the necessary policies, measures, infrastructure and resources to support people in their sustainable travel choices. Getabout has used a number of marketing and communication tools to promote sustainable and safe travel. These include: events, the Getabout cycle roadshow (run by Adventure Aberdeen on our behalf), television adverts, radio adverts, outdoor advertising, social media – Facebook, Twitter and YouTube and targeted publications.

Evaluation

Getabout advertising can be evaluated by each of the tools we use. For example, for social media posts and advertising, we can see how many views and interactions there have been with the posts. In 2018 a fuller evaluation of Getabout was carried out and is available to view here.

Ultimately the most relevant evaluation is whether there has been a behavioural change in how people travel, such as mode spilt or a reduction in casualties. Nestrans does an annual monitoring report, the most recent of which is available here.

o Community Sustainable Travel Grant

Nestrans has offered a Sustainable Travel Grant of up to 50%, to a maximum of £10,000 to support businesses and organisations deliver sustainable travel facilities or infrastructure. However, the nature of the grant was understood to be restricting charities, community organisations and others who could help deliver community facilities or common good services, but could not meet the criteria of the grant scheme.

Therefore, it was agreed to introduce a Community Sustainable Travel Grant, which would be eligible for up to 100% funding for such facilities and potentially could be advance funded if that was a restriction on implementation. A number of schemes have now been delivered through the CSTG scheme and are outlined at Appendix 2 for Members' information.

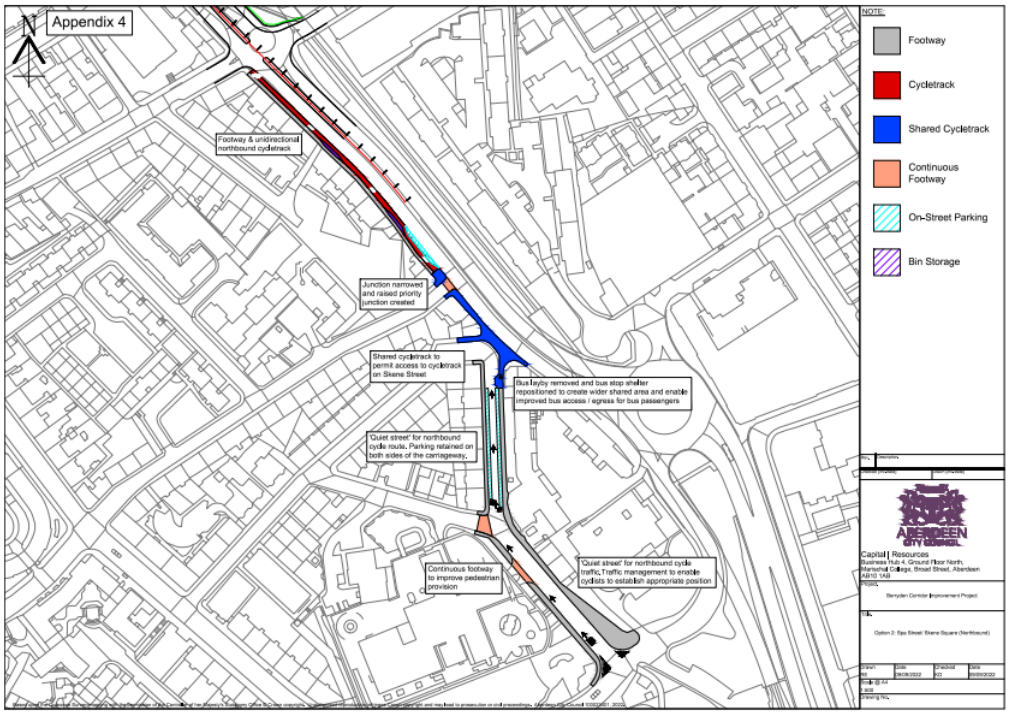
o Berryden Corridor Active Travel Connections

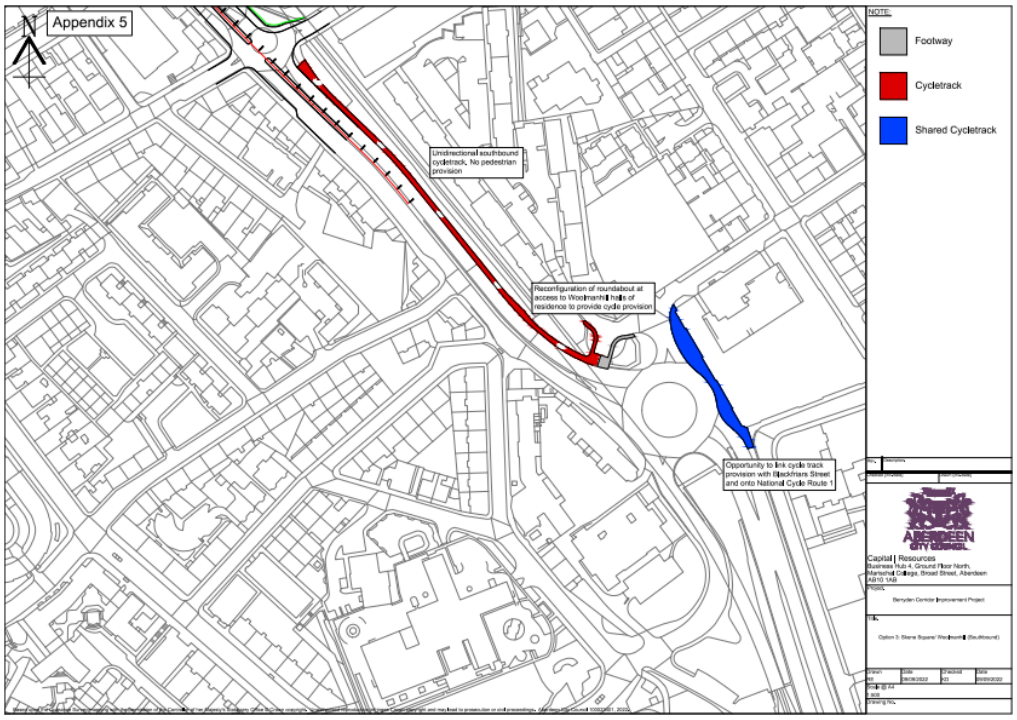
Nestrans approved funding for Aberdeen City Council to develop options for connections from the Berryden Corridor Improvement project to maximise active travel benefits. The outcomes were reported to the City Growth and Resources Committee on 21 September who noted and agreed the recommendations within the business case for the Ashgrove Connects project that concluded that a number of proposals be further developed during the detailed design stage. The proposals for Ashgrove Road and Ashgrove Road West included; a reduction in speed limit from 30mph to 20mph, reduced carriageway widths, segregated cycle tracks on Ashgrove Road West; Ashgrove Road between Westburn Dr and Laurelwood Ave; and Laurelwood Ave and Elm Place, new controlled crossings, an increase in the number of street trees and green infrastructure areas, public realm gateway features, and enhanced bus stop facilities. The report noted that at an early stage in the in the design process remaining design challenges would have to be addressed, in particular to:

- Determine whether the final preferred options at Foresterhill/ Foresterhill Road and at Westburn Drive should be signal-controlled or roundabout junctions;
- Finalise the balance of parking layouts and streetscape enhancements at Laurelwood Avenue and the east end of Ashgrove Road by continuing to engage in detailed discussions with residents and ACC officers;

- Develop detailed solutions for maintenance, materials, sustainable urban drainage (including the potential for rain gardens) and for public realm and landscaping enhancements through further detailed engagement with relevant ACC officers.

The Committee instructed officers to submit a bid to Sustrans Places for Everyone scheme for funding to enable the detailed design and implementation of the Ashgrove Connects project. It also noted the content of the Skene Square to City Centre route option assessment and agreed a preferred option to progress to detailed design, namely the Spa Street/ Skene Square option (as shown in the Appendix 4 plan) for the northbound route, and Skene Square/ Woolmanhill roundabout option (as shown in the Appendix 5 plan) for the southbound route.





o A947 Multi-Modal Transport Corridor Study – (Bucksburn – Dyce)

A report on the outcomes of the initial Scottish Transport Appraisal Guidance (STAG) options appraisal that is being funded through a Nestrans budget was also reported to Aberdeen City Council's City Growth and Resources Committee on 21 September. There were a substantial number of options recommended for progressing to Detailed Appraisal and Outline Business Case grouped under the headings of:

- Active Travel – Strategic Routes, Leisure Routes and Quiet Routes
- Public Transport Priority Interventions
- Placemaking – Living Streets and Complementary Measures

The full list of options proposed for further development can be viewed in the Committee report in paragraph 3.8 and this was agreed, subject to appropriate funding being sourced.

A number of small-scale, low cost projects were also identified as "quick wins" that could be implemented quickly with minimum resources and that do not require major infrastructure works. It was proposed that they be funded using the approved Nestrans budget of £50,000 for A947 (Bucksburn-Dyce) minor improvements. The list of projects agreed for implementation, subject to appropriate funding being sourced were:

- AT1 Review the junction for active travel users at the A947/A90 slip road junction
- AT2 Review visibility for cyclists at the B977/A90 slip road roundabout
- AT7 Review signals at Forrit Burn Road bus gate to allow cyclists access
- AT10 Widen on-road advisory cycle lane on Riverview Drive
- AT11 Implement missing sections of on-road advisory cycle lane on Riverview Drive
- AT12 Widen on-road advisory cycle lane on Stoneywood Road at Stoneywood Park junction
- AT21 Implement cycle parking at key trip attractors in the study area
- AT22 Promote Craibstone Park & Ride as a Park & Pedal facility
- AT28 Implement dropped kerbs for cyclists to transfer between the carriageway and pavement at the northbound bus stop on the A947, north of the River Don
- AT37 Implement dropped kerbs between Wellheads Drive shared use path and the carriageway
- AT38 Review access restrictions on Market Street to allow for cargo bikes and recumbent cycles
- AT39 Review access controls on off-road path between Waterton Road and Ruthriehill Road
- O1 Increase enforcement of zigzag lines at zebra crossing on Victoria Street, specifically adjacent to Tesco
- O12 Implement signage to encourage reverse parking at the shops on Victoria Street

While on-road cycling infrastructure has been shown not to influence modal shift and segregated cycling infrastructure is proposed for promotion as part of this study, options AT10, AT11 and AT12 were identified as 'quick wins' as they may provide interim opportunities to improve on-road cycling infrastructure in advance of further consideration of segregation in the study area.

Recommendation

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

Report Prepared by
Kelly Wiltshire, Lucy Johnson, Jon Barron

14 October 2022

Appendix 1

Nestrans Communications Report

29 August – 12 October 2022

Nestrans News Coverage

Date	Details
08.10.22	The Campaign for North East Rail group are to be awarded £165,000 to fund a feasibility study to investigate rail links between Dyce, Ellon, Fraserburgh and Peterhead. Article notes that the work will involve Nestrans alongside both councils.

Appendix 2

Community Sustainable Travel Grant Case Studies

This month we produced a series of short case studies to highlight how the Community Sustainable Travel Grant has supported projects over its first year. These case studies are being used alongside other promotional messages to highlight the fund to relevant groups, and has already generated new interest in the scheme.

Our community grants in action

We launched our community sustainable travel grant in 2021.

As an expansion of our existing scheme, we launched the grant so that community groups, charities and social enterprises would find it easier to apply for funding to support sustainable travel projects.

From improving local paths, installing cycling facilities or buying cargo bikes, the fund makes it easier for community groups looking to encourage active and sustainable travel.

Here are some of the projects we've supported over the past few months:

Strichen Cycle Repair Stands

Many of you who cycle along the Formartine & Buchan Way will know and love the Lodge Café at Strichen Community Park. A haven for a cyclist in need of rest, relief, or refreshment along the popular route.

Recognising their growing popularity with cyclists, the community park group reached out to Nestrans to help fund a new cycle repair stand.

The repair stand is a welcome addition to any rider who finds themselves with a puncture or in need of a minor repair…

…as if you needed another reason to stop for a coffee and fine piece.

E-Bikes in Huntly

Operating since 2009, the Huntly Development Trust exists to enhance Huntly and its surrounding district though a range of work. From celebrating heritage and culture, promoting sport and wellbeing to eco energy projects, and town centre regeneration.

In 2020, Nestrans were pleased to support the trust, alongside funding from Energy Saving Trust to buy four electric bikes for their existing e-bike hire project at their Travel Hub.

Due to the continued success of the project, with the fleet often fully booked for trials, they reached out again in 2021 as part of their funding mix to expand the number of bikes again. The Travel Hub reports that many people trialling an e-bike go on to buy their own.

The Huntly Travel Hub is continuing to grow, with new premises on Deveron Street from which they will run the e-bike hires.

Read more about the work of the Huntly Development Trust

Restoring a beloved path

In September 2021, Nestrans received and approved an application from the Lumphanan Paths Group. The group strive to restore local rights of way and other recognised routes to reconnect Lumphanan with neighbouring villages and The Deeside Way.

Their application asked for funding to help with clearing and draining 'The Comply', a local right of way from Lumphanan Old School to Milton of Auchenhove.

As well as clearing overgrown vegetation, drainage was a key issue affecting this heritage path. The Nestrans grant was to support the hire of a digger and operator to clear blocked ditches.

Work began in January this year and, after tracing the problem to a broken pipe, the path is now drying out thanks to repair and rerouting.

A number of other community grants supported the work on the Comply project, including ScotWays, Tesco Community Grants, and AVA as well as locally raised funds.

Working together since 2018, this project is one of many that the Lumphanan Paths Group now have under their belt. You can read more about The Comply and other projects, as well as the work of the group at their website.

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26 October 2022

10 - Conferences and Presentations

1 Purpose of Report

The purpose of this report is to update the Board on conferences, training and presentations which may be of interest to Board members or for members to seek feedback on events which have been held, presented in Appendix 1.

2 Background

Conferences etc are authorised by the Director and where there are budgetary implications, these are considered under the Budget Matters items of the Board agenda.

Nestrans will be represented at this year's Scottish Transport Research (STAR) conference on 2nd November in Glasgow, where one of the plenary session speakers will be Kirsty Chalmers, outlining the process towards Nestrans Regional Transport Strategy and the Aberdeen Rapid Transit scheme as its keynote proposal.

Both Kirsty and the Strategy Manger Paul Finch support the conference on their organising committees, and receive discounted attendance. Adam Kench will support the conference as a steward, again at a discounted rate, allowing an introduction to the wider Scottish Transport Planning network.

Andrew Stewart will also present on the north east's Health & Transport Action Plan at the same conference.

3 Recommendations

The Board is recommended to:

1. Note the contents of Appendix 1

Rab Dickson
Director

14 October 2022

APPENDIX 1

o Recent and Forthcoming Conferences of Interest to Nestrans

Date	Location	Title	Organiser	Conf Cost (Excl. Vat)	Nestrans Attendees
Wednesday 5th October 2022	Stirling	Cycling Scotland Conference	Cycling Scotland	Nil	Jon Barron
Thursday 6th October 2022	Online	Demonstrating your impact on inequalities	Public Health Scotland	Nil	Kelly Wiltshire
Thursday 27th/ Friday 28th October 2022	Glasgow	UCI Mobility and Bike City Forum	Union Cycliste Internationale	Nil	Paul Finch and Jon Barron
Tuesday 1st November 2022	Online	Understanding changing life expectancy & mortality inequalities in Scotland	HTAP	Nil	Rab Dickson, Paul Finch and Kelly Wiltshire
Wednesday 2nd November 2022	Glasgow	STAR Conference	Training for Transportation Professionals	£60	Kirsty Chalmers, Paul Finch, Adam Kench
Tuesday 29th November	Aberdeen	Change Management	AGCC	£36	Paul Finch

o Other Training

Date	Location	Title	Organiser	Cost (excl. VAT)	Attendees
3rd October for 10 weeks part time	Part time	Energy Data Management	Robert Gordon University	Fully funded by Scottish Government	Kelly Wiltshire

o Presentations by Nestrans

Date	Location	Presentation Title	Organisation and Audience	Press Involvement	Presenters
Wednesday 2nd November 2022	Glasgow	Development of ART	STAR		Kirsty Chalmers
Tuesday 15th November 2022	Aberdeen	Sustainable Transport	Aberdeen University, MSc Course		Paul Finch

RD/ 14 October 2022

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 26th October 2022

11 - 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.

Reports brought forward

The following items which had previously been indicated as pending are included on the agenda for this meeting:

- Climate Change Reporting (Item 4.1)
- Freight Issues Update (Item 5.1)
- Strategic Active Travel Routes (Item 5.2)
- Health and Transport Action Plan Update (Item 6.2)
- GetAbout and Evaluation (included in Item 9)

Major Reports for Future Meetings

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

- Presentation by Robert Andrew, Chair of North East Bus Alliance
- Pensions Discretion (for homologation, as discussed under item 3.1);
- Strategic Transport Fund update;
- Bus Action Plan, including Park and Ride
- ART Appraisal Outcomes
- Multi-Modal Corridor Study Appraisal Outcomes
- Health & Transport Annual Report 21-22
- Nestrans Active Travel Action Plan including Governance

Recommendation

It is recommended that the Board note the report on pending business.

Paul Finch
Strategy Manger

17 October 2022

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