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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 using Teams for those who cannot attend. A recording of the meeting will be available from the Nestrans website as soon as is practical.)

Thursday, 15 December 2022 at 2.00pm

AGENDA

1 Housekeeping

1.1 Declarations of Interest and Transparency Statements

1.2 Minute of Board Meeting, 26 October 2022 (Pages 3 - 10)

2 Presentation - Robert Andrew, Chair of North East Bus Alliance

3 Budget Matters

3.1 2022/23 Budget Matters (Pages 11 - 16)

4 Strategy

4.1 Director's Report (Pages 17 - 20)

4.2 Net Zero Carbon (Pages 21 - 32)

5 Projects

5.1 Transport Studies Update (Pages 33 - 36)

5.2 ART Update (Pages 37 - 40)

6 Action Plans

6.1 Bus Action Plan Update (Pages 41 - 48)

6.2 Health & Transport Action Plan: Update and Annual Report (Pages 49 - 64)

7 Progress Report (Pages 65 - 106)

8 Publications and Consultations (Pages 107 - 128)

9 Information Bulletin (Pages 129 - 134)

10 Conferences and Presentations (Pages 135 - 136)

11 Pending Business and Reports for Future Meetings (Pages 137 - 138)

Should you require any further information about this agenda, please contact Mark Masson, email mmasson@aberdeencity.gov.uk, or telephone 01224 067556

NORTH EAST OF SCOTLAND TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Scotland Transport Partnership Board

Aberdeen, Wednesday, 26 October 2022

Present: Councillor John Crawley (Chairperson); Councillor Michael Hutchison (Vice Chair); Councillor Isobel Davidson, Councillor Glen Reid, Councillor Sandra Macdonald, Councillor Miranda Radley, Councillor Ian Yuill and Councillor Doreen Mair (as substitute for Councillor John Cox); and Colin Allanach and Gerry Donald.

In Attendance: Rab Dickson, Paul Finch, Kirsty Chalmers, Jenny Anderson, Kelly Wiltshire, Jon Barron and Adam Kench (Nestrans); Alan Wood, Ella Stott and Councillor Trevor Mason (Aberdeenshire Council); and David Dunne, Joanna Murray, Claire McArthur, Fiona Closs, Karen Allan and Mark Masson (Aberdeen City Council).

Apologies: Dr Maggie Bochel (Vice Chair), Councillor Cox, Ian Ross and Ewan Wallace.

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, 7 SEPTEMBER 2022

2. The Board had before it the minute of its previous meeting of 7 September 2022 for approval.

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

BOARD MEETING DATES – 2022 AND 2023

3. The Board had before it a report which alerted members to a change to the timing of the December meeting and sought approval of the new dates for the Board meetings in 2023.

The report recommended:-
that the Board –
(a) consider and agree the proposed dates outlined within the report; and

(b) request that appointments be sent out to members following the meeting.

The Board resolved:-
(i) that the next meeting be held in the City Council Chamber on 8 December 2022 at 2pm; and
(ii) to agree that the meetings in 2023 be held at 2pm, as follows:-
- Thursday, 16 February;
- Wednesday, 12 April;
- Wednesday, 21 June;
- Wednesday, 20 September;
- Wednesday, 1 November; and
- Wednesday, 6 December.

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 update 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.

The Board heard Ella Stott provide an overview of the report.

The Board resolved:-
to approve the recommendations.

DIRECTOR'S REPORT

5. 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 meeting of the Aberdeen to Central Belt Rail Stakeholder Group held on 25 October 2002, noting that it was the first time that the Boards of both Nestrans and Tactran had attended a joint meeting together.

NORTH EAST OF SCOTLAND TRANSPORT PARTNERSHIP
26 October 2022

The Board resolved:-
(i) to request that David Dunne circulate to members, the email that had been previously sent to Aberdeen City Councillors providing details in relation to the ACC/Big Issue Sharebike scheme; and
(ii) to otherwise approve the recommendation.

CLIMATE CHANGE REPORTING

6. The Board had before it a report which provided an update on 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 outlined details in relation to annual emissions.

The report recommended:-
that the Board –
(a) note the report and the requirement for Nestrans to report on its activities and policies in respect of Climate Change Duties; and
(b) approve the proposed targets for Nestrans to reduce its emissions and work towards Net Zero emissions.

The Board heard Kelly Wiltshire provide a summary of the report, noting that this was the eighth year that Nestrans had reported on its emissions under Climate Change duties and the deadline for reporting to the Scottish Government on emissions for the financial year to end March 2022 was 30 November 2022.

The Board resolved:-
to approve the recommendations.

FREIGHT ISSUES UPDATE

7. The Board had before it a report which provided an update on a variety of current issues relating to the movement of freight and recommended holding an in-person regional freight forum meeting as a means to re-engage with regional stakeholders on this important topic.

The report recommended:-
that the Board –
(a) note the updates to freight policy, rail freight, low carbon road logistics and cargo bikes presented in the report;
(b) note the submission in response to Department for Transport's call for evidence on rail freight growth targets presented in Appendix A; and
(c) approve proposals for the hosting of a freight forum event for regional stakeholders.

The Board heard from Paul Finch who provided an overview of the report, making reference to:-

- the Regional Transport Strategy, Nestrans2040, which included the actions for freight;
- the Department for Transport's published 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;
- Nestrans officers recently contributing to the Department for Transport's call for evidence on future Rail Freight Growth Targets and related issues;
- Low Carbon Road Freight Vehicles and the significant interest at a UK, Scottish and regional level on accelerating the decarbonisation of road freight;
- Nestrans currently managing a small fleet of six e-cargo bikes, facilitated by a grant award linked to City Centre air quality; and
- Nestrans having previously hosted "Freight Forum" events (typically on an annual basis), providing an opportunity to engage with regional and national economic, freight and logistics interests.

Mr Finch responded to questions from members regarding Action FR 3 - Freight opportunities and facilities to enable a mode shift from road-based freight to sea or rail, acknowledging that there was a requirement to improve access and the road system; and the importance of keeping in touch with Peterhead and Fraserburgh ports.

It was suggested that a plan/map be provided to better understand at strategic level, the constraints around the existing rail freight terminals including land use allocations and track layouts.

The Board resolved:-
(i) that a plan/map be provided to better understand at strategic level, the constraints around the rail freight terminals including land use allocations and track layouts where possible; and
(ii) to otherwise approve the recommendations.

STRATEGIC ACTIVE TRAVEL ROUTES

8. With reference to article 2 of the minute of the previous meeting of 7 September 2022, the Board had before it a report which provided an update on progress in the development and implementation of strategic cycle/active travel routes linking Aberdeen City and Aberdeenshire.

The report recommended:-
that the Board –
(a) note the current policy, and delivery responsibilities for strategic cycle routes in the Nestrans area;
(b) note 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;

(c) note 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;
(d) approve 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 highlighted the key information from the report, making reference to policy and delivery responsibilities, future development opportunities and progress on the following five identified strategic routes:-
(1) Westhill to Aberdeen City Centre;
(2) Inverurie to Aberdeen City Centre;
(3) Stonehaven to Aberdeen City Centre via Chapelton, Portlethen, Cove, Altens, Torry and the South Harbour;
(4) Ellon to Aberdeen City Centre; and
(5) Banchory to Aberdeen City Centre.

David Dunne, Chief Officer – Strategic Place Planning, Aberdeen City Council responded to questions from members in relation to progress with a number of active travel route projects associated with the Bus Partnership Fund, noting that shared use paths had fallen out of favour, therefore there was a requirement to revisit the plans of some routes which may include the widening of paths and the possibility of purchasing land.

Jon Barron responded to questions from members in relation to resurfacing work on the Formartine and Buchan Way path and the Scottish Government's investment in the North East for active travel.

The Board resolved:-
(i) to note that a future report providing an update on the timeline and design options, particularly relating to the Stonehaven to Aberdeen City Centre and Ellon to Aberdeen routes would be submitted to the Board early next year; and
(ii) to otherwise approve the recommendations contained within the report.

BUS ACTION PLAN UPDATE

9. The Board had before it a report which provided an update on Aberdeen Rapid Transit (ART), the development of the Bus Action Plan and a proposal for a financial contribution to a new Rural Transport Officer post within Aberdeenshire Council.

The report recommended:-
that the Board –
(a) 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;
(b) note the progress on Aberdeen Rapid Transit; and
(c) agree to commit funding from future revenue budgets to contribute to a two-year Rural Transport Officer post.

Kirsty Chalmers provided an overview of the report making reference to:-

- the first Bus Action Plan under the North East Bus Alliance which was published in April 2020 and drew on the findings of the state of the Network Report;
- a virtual briefing session for all Aberdeen City and Aberdeenshire Councillors relating to the ART, which will now be held on Monday, 31 October 2022, which would be followed by further engagement activities;
- a visit of a delegation of Board members to Belfast to learn more about the Glider Bus Rapid Transit system on 21/22 November 2022; and
- the proposal by Aberdeenshire Council to recruit a Rural Transport Officer.

The Board resolved:-
to approve the recommendations.

HEALTH & TRANSPORT ACTION PLAN: UPDATE AND ANNUAL REPORT

10. The Board had before it a report which outlined proposals for a review of the current Grampian-wide Health and Transport Action Plan (HTAP) and provided a wider update on progress.

The report recommended:-
that the Board –

(a) approve the proposals set out in the report for the review and update of the Grampian-wide Health and Transport Action Plan; and
(b) note the progression of the preparation of the 2021-22 Annual Report, and Grampian Volunteer Transport Awards.

Paul Finch highlighted the key issues from the report and responded to questions from members in relation to rural bus service pressures and concerns following cuts to services and particularly, those experienced by elderly people visiting GP's and other healthcare facilities.

Gerry Donald, Nestrans' representative on the HTAP Steering Group advised that there were current challenges facing commercial bus operators and the Group was working very closely with voluntary organisations, including the preparation of a volunteer drivers award to attract more people to support local communities that currently don't have bus services.

The Board resolved:-
to approve the recommendations.

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, David Dunne provided an update on the relationship and progress of the Experimental Traffic Regulation Order (ETRO2) consultation in the City Centre and the Union Street urban improvements.

Colin Allanach advised that the Getabout Festival held in the City Centre the day before the Tour of Britain event had been nominated for the Scottish Cycling's event of the year award.

The Board resolved:-

(i) to note the information provided;
(ii) that in terms of the action relating to the Ellon to Aberdeen City Centre: A90 (Ellon/Foveran/Newburgh), to note that the Director would seek to determine whether the meetings with landowners scheduled for w/c 17 October 2022, had taken place and would advise the Chair accordingly; and
(ii) to otherwise note the content of the progress report.

PUBLICATIONS AND CONSULTATIONS

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

The report recommended:-

that the Board –

(a) note the publication of the draft Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030;
(b) note the publication of the Spaces for People Programme Evaluation, Lessons Learned and Equalities reports;
(c) note the publication of Tactran draft Regional Transport Strategy and approve the draft response contained as Appendix A to this report;
(d) note the publication of Swestrans draft Regional Transport Strategy and approve the draft response contained as Appendix B to this report; and
(e) note the publication of Community Transport Association's Scotland Mapping Project, and More than a Mini-Bus Report.

Jon Barron and Paul Finch 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.

NORTH EAST OF SCOTLAND TRANSPORT PARTNERSHIP
26 October 2022

The Board heard Kelly Wiltshire and Jon Barron provide a summary of the following items within the report:-

- Getabout Overview, including Modal Shift, Air Quality, and Carbon Reduction and Zero Fatalities on the Road Network;
- Community Sustainable Travel Grant;
- Berryden Corridor Active Travel Connections; and
- A947 Multi-Modal Transport Corridor Study – (Bucksburn – Dyce).

The Board resolved:-
to approve the recommendation.

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.

The Director advised that Nestrans would be represented at this year's Scottish Transport Research (STAR) conference on 2 November 2022 in Glasgow, and that Kirsty Chalmers would be presenting.

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 (1) advised that there would be a presentation by Robert Andrew, Chair of North East Bus Alliance at the next meeting in December; and (2) in response to a question from Councillor Davidson, the Director provided an update in relation to the Campaign for North East Rail (CNER) project.

The Board resolved:-
(i) to note that an update report in relation CNER would be submitted to a future meeting of the Board in due course; and
(ii) to otherwise approve the recommendation.

- COUNCILLOR JOHN CRAWLEY, Chairperson.

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 31 October 2022. This shows expenditure of £1,172,901

The Councils have advised that there is a large risk that some of the projects allocated funding through the Nestrans budget for 2022/23 may continue into next financial year and that some may also be funded through other funding grants to the Councils from Scottish Government to maximise this external funding source. Although there is little time or resources available to reallocate funds to further projects that can be delivered this financial year, now that Nestrans has the ability to operate a General Reserve Fund the requirement to carry forward some funding for committed projects to next financial year should not be an issue. Details of any requests materialising for delay in draw down of historic balances still held by the Councils or carry forward of allocations made in 2022/23 will be brought to the Board in February 2023 along with proposals for a revised 3-year capital programme to help allocate funding to projects that extend beyond a single financial year.

o Virements

Due to a project specific variance that has been confirmed, a couple of virements are proposed for consideration in **Appendix 2** to maximise delivery through the 2022/23 budget where possible.

o Grant Funding

Paths for All, Smarter Choices, Smarter Places Open Fund Grant

Nestrans has an approved budget of £40,000 in 2022/23 for a comprehensive travel survey to assess the 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.

A bid was submitted to the Smarter Choices, Smarter Places Open Fund Grant towards the cost of this work and has been successful. An offer of grant for up to £50,000 match funding has been received with £25,000 to be claimed by 30 April 2023 and £25,000 by 31 October 2023. It is therefore recommended that Nestrans consider allocating a further £10,000 when setting the revenue budget for 2023/24 to increase the scope of the comprehensive travel study and maximise the available grant. A consultancy brief for this study was issued with a closing date

for tenders of 18 November. Three bids have been received and a meeting to agree the collective quality appraisal of the submissions is to take place on 30 November.

o Pensions Discretions

It was originally 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 NESPF by the deadline of 5 August 2022 and that this would be reported to the Board in September for further review prior to publication. It had subsequently been agreed to report the Aberdeenshire Council policy to the Board for consideration in December, but as the Council policy has still not yet been agreed at the point of the Board papers being published, it is 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 16 February 2023 for further review. Nestrans will request a further extension from NESPF to the latest agreed deadline of end December for submitting this policy if necessary.

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 updates on projects for which Nestrans receives external grant funding.
4. Agree to commit £10,000 further funding to the Comprehensive Travel Survey in 2023/24 to fully match fund the external grant available through a funding allocation from Paths for All.
5. Note the update on the Pensions Discretions Policy.
6. Note the Strategic Transport Fund position.

Mary Beattie
Treasurer

29 November 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 Oct-22	2022/23 Forecast	Actual v Budget %
Expenditure								
Core Costs								
Partnership Office	576,181	-	-		576,181	336,106	576,181	58%
Support Costs	80,650	-	-		80,650	47,046	80,650	58%
Board Members Expenses	1,000	-	-		1,000	-	1,000	0%
Other Associated Costs	23,500	-	-		23,500	13,708	23,500	58%
Core Rechargeable	-	-	-		-	-	-	*
	681,331	**-**	**-**	**-**	**681,331**	**396,860**	**681,331**	**58%**
Regional Transport Strategy								
Active Travel Action Plan	105,000	-	-		105,000	2,113	75,000	2%
Rail Action Plan	3,000	-	-		3,000	-	3,000	0%
Bus Action Plan	24,000	55,304	20,000		99,304	20,000	99,304	20%
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	21,137	137,364	15%
Maintain and Improve Transport Network	30,000	96,032	-		126,032	7,924	127,736	6%
Road Safety	15,000	50,000	(50,000)		15,000	-	15,000	0%
Health & Transport Action Plan	47,150	10,000	-		57,150	24,399	57,274	43%
Contingency	5,200	-	(200)		5,000	-	5,000	0%
Non Core Rechargeable	-	-	-		-	200	200	*
	345,019	**296,031**	**(30,200)**	**-**	**610,850**	**75,773**	**582,878**	**12%**
Coordination & Project Development	**1,026,350**	**296,031**	**(30,200)**	**-**	**1,292,181**	**472,633**	**1,264,209**	**37%**
Active Travel	777,883	1,342,572	(115,984)		2,004,471	176,063	1,891,807	9%
Rail Network	-	135,631	-		135,631	-	128,059	0%
Aberdeen Rapid Transit	-	-	-		-	-	-	*
Bus Network	325,000	408,748	80,792		814,540	159,569	717,043	20%
Park & Ride	18,618	112,803	-		131,421	2,700	99,965	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	12,946	359,505	4%
Freight	-	-	-		-	-	-	*
Air and Sea	-	-	-		-	-	-	*
Road Safety	529,746	375,036	(222,289)		682,493	15,841	646,493	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	50,000	100%
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	640,000	-	-		640,000	92,142	640,000	14%
Customer and Communities Infrastructure Fund (CCIF)	10,000	-	-		10,000	10,000	10,000	100%
Strategic Investment Programme	**3,217,200**	**2,579,813**	**30,000**	**-**	**5,827,013**	**519,262**	**5,541,824**	**9%**
Aberdeen Rapid Transit	-	-	-		-	137,140	137,140	*
City Region Deal	-	-	-		-	43,866	43,866	*
Total Expenditure	**4,243,550**	**2,875,844**	**(200)**	**-**	**7,119,194**	**1,172,901**	**6,987,040**	**16%**
Income								
Partner Contributions								
Aberdeen City Council	122,175	-	(15,100)		107,075	62,460	107,075	58%
Aberdeenshire Council	122,175	-	(15,100)		107,075	62,460	107,075	58%
Scottish Government - Core costs	782,000	-	-		782,000	456,167	782,000	58%
Local Rail Development Fund	-	-	-		-	-	-	*
CrossCountry Trains	10,000	-	-		10,000	10,000	10,000	100%
Integrated Transport Fund	-	-	-		-	-	-	*
Transport Scotland	640,000	-	-		640,000	92,142	640,000	14%
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	-	-	-		-	27,202	27,202	*
Other Income	-	-	-		-	200	200	*
Aberdeen Rapid Transit	-	-	-		-	137,140	137,140	*
City Region Deal	-	-	-		-	43,866	43,866	*
Total Income	**4,243,350**	**2,875,844**	**-**	**-**	**7,119,194**	**2,125,137**	**7,327,602**	**30%**
Operating (Surplus)/Deficit	**200**	**(0)**	**(200)**	**-**	**(0)**	**(952,237)**	**(340,562)**	

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Appendix 2

Nestrans 2022/23
Proposed Virements as at 29 November 2022

Budget Head	Project	Current Budget	Proposed Virement	Revised Budget	Comments
Strategic Investment Programme					
Bus Network	Aberdeen City Centre Masterplan	50,000	(50,000)	0	Aberdeen City Council has been successful in attracting sufficient external funding (from the Bus Partnership Fund and Air Quality Action Plan Grant) to cover the full costs of the CCMP Traffic Management Plan, such that the Nestrans contribution is no longer required for its original intended purpose.
Active Travel	Development of city wide active travel network for Aberdeen		50,000	50,000	Brief being prepared for consultancy support to develop a city wide active travel network for Aberdeen using Sustrans ATDO grant for 22/23, but additional funding would enable greater scope to be included within the commission.
		Total	**0**		

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 8 December 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:

- **27th October – Transport Scotland EV Workshop**

Jennifer Anderson attended this workshop on behalf of Nestrans, which provided an update on Transport Scotland's proposals for rolling out EV charging across the country.

- **31st October – Aberdeen Rapid Transit Councillor Briefing**

Nestrans officers provided a briefing for members of both Aberdeen City and Aberdeenshire Councils on progress relating to the Aberdeen Rapid Transit (ART) proposals, in advance of a public launch the following month. The session was attended by over 70 members and senior officers.

- **1st November - HTAP workshop on changes to Life Expectancy in Scotland**

A total of 63 participants listened in to the HTAP workshop, which heard from David Walsh of Glasgow Centre for Population & Health about the inequalities of public health and the concern that improvements in mortality rates have plateaued and are worsening in the most deprived quintile.

- **2nd November – RTP Lead Officers meeting**

Scotland's seven Regional Transport Partnerships lead officers met with CoSLA.

- 2nd November – City Region Deal Programme Board

Rab Dickson sits on the CRD Programme Board. This meeting looked forward to the forthcoming CRD Joint Committee and discussed the Benefits Realisation Plan.

- **3rd November – RTP Lead's meeting with DfT Head of Regional Liaison**

UK Government's Dept for Transport has established an office in Edinburgh and Nestrans were able to facilitate a meeting of their Head of Engagement with all of Scotland's RTP lead officers and also included Transport Scotland in the discussions. The meeting discussed the

roles of DfT and Transport Scotland, including European connectivity, Levelling Up Funds and the proposed Union Connectivity Review.

- **8th November – City Region Deal Transport Working Group**

Rab Dickson and Paul Finch attend meetings of the CRD Transport Group.

- **9th November – Scottish Freight & Logistics Advisory Group**

Paul Finch represents RTP interests on the national Freight group.

- **9th November –Climate Ready Aberdeenshire**

Kelly Wiltshire attends meetings of Aberdeenshire's Climate Ready group.

- **16th November – Active Travel Transformation Workshop**

Rab Dickson attended this meeting at CoSLA's office in Edinburgh and heard from Patrick Harvey, the Minister with responsibility for Active Travel. There was also a workshop session discussing options for making best use of ramped up funding available for active travel over the next few years.

- **18th November – City Region Deal Joint Committee**

Rab Dickson and Paul Finch attended the meeting of the CRD Joint Committee. The meeting received update reports, including on the £200million alongside the City Deal, to deliver enhanced rail services between Aberdeen and the Central belt.

- **24th November – CNER**

Rab Dickson met with representatives of the Campaign for North east Rail (CNER). The group has been successful in bidding for Just Transition Funding to assess the feasibility of reintroducing rail services to Peterhead and Fraserburgh and are seeking Nestrans' support in helping them develop a brief and provide advice as the study develops. It is suggested that Nestrans officers continue to liaise with CNER, facilitate discussions with other relevant parties including the Councils, rail contacts and Transport Scotland and report back to the Board on progress. If necessary, any significant updates can be provided to Chair and Vice Chairs to enable progress, between Board meetings, to prevent unnecessary delay.

- **24th November - STPR2 Regions Reference Group**

Rab Dickson represented the north east group and received an update from Transport Scotland and their consultants on progress relating to the publication of the Strategic Transport Projects Review (STPR2). January's draft received 454 responses, which have now been considered and analysed and it is intended to produce a final report in December.

- **25th November – SCOTS autumn business meeting**

Rab Dickson attended this meeting of the Society of Chief Officers of Transportation in Scotland.

The following meetings have been held since the preparation of papers for Board, but verbal updates can be provided as necessary:

- **29th November – HTAP Steering Group**
- **30th November – RTP Chairs meeting**
- **1st December – Bus Alliance Board**
- **1st December – RTP Lead Officers meeting**
- **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**

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 16th February 2023.

- 9th December – Grampian Volunteer Transport Awards
- 12th December – Road Safety North East Scotland
- 13th December – City Region Deal Transportation Working Group
- 1st November - HTAP workshop on changes to Life Expectancy in Scotland
- 11th January 2023 – RTP Chairs meeting with Transport Minister
- 16th January – Aberdeen Prospers
- 18th January – Community Planning Aberdeen Management Group meeting
- 18th January – City Region Deal Programme Board
- 24th January – Climate Ready Aberdeenshire Conference
- 3rd February – City Region Deal Joint Committee

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

25 November 2022

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 8 December 2022

4.2 Net Zero Carbon

1. Purpose of Report

1.1 The purpose of this report is to outline Nestrans' responsibilities in terms of reducing its carbon output and to bring forward proposals for a plan to reduce the carbon impacts from transport across the north east of Scotland and to seek the Board's approval to becoming signatories of the Aberdeen Climate and Nature Pledge.

2. Background

2.1 The Scottish Government has committed to work towards reducing carbon emissions, with a target of Scotland becoming net zero in all greenhouse gases by 2045. This is now enshrined in law and a requirement for public bodies.

2.2 Both Aberdeen City Council and Aberdeenshire Council are leading lights in developing plans and strategies towards net zero, both internally as organisations and across the wider population for their areas.

2.3 Nestrans has reported on its own carbon emissions for a number of years to the Nestrans Board and submits its statutory climate change reporting and breakdown of emissions to the Scottish Government. Climate Change Reports for all public bodies are published annually here.

2.4 Nestrans Regional Transport Strategy contains a commitment and priority for emissions reduction and will seek to deliver such reductions through policies and project delivery. Both Councils are now working on reviewing their Local Transport Strategies and carbon reduction will form a key part of these. This report follows from a decision of the Board at its meeting in April 2022 to endorse Nestrans' collaboration in Aberdeen's commitment to Net Zero, committing to work with the City Council and partners to deliver the Mobility Strategy.

3. Nestrans

3.1 Nestrans as a public body, is required by the Climate Change Act (Scotland) 2009 to report annually on its emissions and has done so since 2014/15. This reporting is done at the end of November for the previous financial year and this year's report was approved by the Board at its meeting in October.

3.2 As a result of the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 which includes leadership and setting targets and a date for when Nestrans will become

net zero, there are now some additional reporting requirements to be done from the financial year 2021/22 onwards. The Scottish Government Climate Change Plan also commits to a number of more specific targets, the most relevant of which is to reduce car kilometres driven by 20% by 2030.

3.3 In addition to its own emissions, Nestrans policies and actions can have a significant impact on the greenhouse gas emissions from the wider population through their travel choices and behaviours.

4. Aberdeen City Council's Net Zero Routemap

4.1 On 28 February 2022, a full Aberdeen City Council meeting considered a report outlining the Council's duties and responsibilities in respect of emissions and sought approval of a citywide approach to addressing climate change, as articulated through a Net Zero Aberdeen Routemap which sets a net zero target for Aberdeen City by 2045 across six themes.

4.2 One of the six themes is Mobility and has been led by the Nestrans' Director working in collaboration with other partners within the Council and across the City. A copy of the Mobility Strategy is attached to this report as **Appendix 1**, which was previously endorsed by the Nestrans Board at its meeting in April.

4.3 The Council recognises that the "transition to net zero is collaborative and will be delivered in partnership." The Council is a signatory to the Cities Race to Zero pledge, and has invited partners to join in recognising the climate emergency by signing the Aberdeen Climate and Nature Pledge. This has been developed, in conjunction with the Net Zero Aberdeen Route map and Aberdeen Adapts Framework, to accelerate action towards a net zero, climate resilient and nature-positive city.

4.4 Aberdeen City Council has written to Nestrans asking the partnership to join local businesses, organisations, schools and citizens in making a commitment to playing a part in Aberdeen's journey to net zero and climate resilience. The Pledge is attached at **Appendix 2** to this report and the Board is asked to approve a formal endorsement committing Nestrans to it.

5. Aberdeenshire Council

5.1 Aberdeenshire Council are also doing a lot of work on Climate Change, much of which is now engrained in their practices, such as their carbon budgeting. They are currently preparing a route map for their Climate Change work.

5.2 Nestrans are working with Aberdeenshire Council as part of their Climate Ready Aberdeenshire Initiative. Kelly Wiltshire from Nestrans is Vice Chair of this group. This group is working in partnership with key organisations and groups to develop a mitigation and adaptation strategy for Aberdeenshire.

6. Recommendations

6.1 It is recommended that the Board:

1. Note Nestrans' responsibilities in bringing forward a plan for reducing carbon emissions;
2. Endorse Nestrans' collaboration in Aberdeen's commitment to Net Zero, committing to work with the Council and partners to deliver the Mobility Strategy;
3. Note the ongoing work with Aberdeenshire Council to address Climate Change issues; and
4. Approve Nestrans' formal commitment to the Aberdeen Climate and Nature Pledge, as contained in Appendix 2.

Rab Dickson

Director

RD/KW/25 November 2022

APPENDIX 1

Mobility Strategy
Net Zero Aberdeen

1. Purpose

1.1. How is the Mobility theme relevant to Net Zero Aberdeen

To meet Net Zero by 2045, a rapid change is required in the transportation network, alongside the development of actions towards more sustainable travel.

1.2. What is mobility and modal shift

A modal shift is needed from the currently private car dominated system to one of increased active travel, public transport, car sharing, echoing the National Transport Strategy's Sustainable Transport Hierarchy. Alongside a transition to the use of low and zero emission vehicles helping to secure the city as a world leader in transport and energy technologies.

We recognise that transport and connectivity are critical to sustainable economic development and a fairer Aberdeen, and it must be acknowledged that the current mode split with over 63% of trips being made by car, cannot continue.

2. Context

2.1. What is the context for the Mobility theme

In 2019, emissions from domestic transport in Scotland (excluding International Aviation and Shipping) was 12.0 MtCO2e, this was the largest source of net emissions. Transport emissions have varied little over the past decade when traffic has increased but vehicles become more efficient. While most other categories have seen significant reductions, transport has seen a relatively small decrease of 11.3% between 1990 and 2019, resulting in transport's contribution increasing to over a third of emissions.[1]

In Aberdeen, the proportion of CO2 emissions attributable to transport, in comparison with other sectors, has increased from 20% in 2005 to 30% in 2019. While CO2 emissions from transport reduced by 7.5% over this period.[2]

[1] Scottish Greenhouse Gas statistics – 1990-2019: https://www.gov.scot/binaries/content/documents/govscot/publications/statistics/2021/06/scottish-greenhouse-gas-statistics-1990-2019/documents/scottish-greenhouse-gas-emissions-2019/scottish-greenhouse-gas-emissions-2019/govscot%3Adocument/scottish-greenhouse-gas-emissions-2019.pdf

[2] BEIS Local authority CO2 emissions: https://data.gov.uk/dataset/723c243d-2f1a-4d27-8b61-cdb93e5b10ff/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019

In a regional context, Nestrans has gained Ministerial approval of the North East's new Regional Transport Strategy (RTS). The strategy will shape the area's transport policies and actions for the next 20 years. Delivery plans are to be developed towards achieving the six key priorities:

- Improved journey efficiencies to enhance connectivity
- Zero fatalities on the road network
- Air quality that is cleaner than World Health Organisation and Clean Air for Scotland standards for emissions from transport
- Significantly reduced carbon emissions from transport to support net zero 2045
- Accessibility for all
- A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

A wide range of public transport measures will be required to either tackle existing problems or support future consolidated and sustainable growth. The Cross City Transport Connections Study will inform opportunities to provide a cross-city public transport service and enhance accessibility to more destinations by public transport and active travel modes. The completion of the railway dualling works between Aberdeen and Inverurie also means there are opportunities for improved rail services into the city.

Emerging plans, policies and strategies must continue to promote and improve the link between land use and transport to make sure that all new development and regenerated areas are conveniently located and designed in such a way as to encourage walking, cycling and the use of public transport.

Historically, the delivery of transport interventions has been slow. This is primarily due to their cost and the lengthy periods of time it takes to undertake the appropriate appraisals, amalgamate land through compulsory purchase, ensure capital funding and finally undertake construction. To make impactful change in the short term we cannot continue to follow this model and we cannot continue to depend on large scale urban road-building projects.

2.2. Key challenges for the Mobility theme

How do we:

1. **Reduce journey numbers** in the context of growing demand.
2. **Reduce journey lengths** taken.
3. **Facilitate modal shift,** from the private car towards active and public transport.
4. **Increase active travel;** the level of walking and cycling across the city.
5. **Decarbonise public transport** networks, increasing the use of electric and hydrogen vehicles.
6. **Reduce travel demand**, particularly flights.

2.3. What is already happening

Partnership working has enabled substantial progress in recent years, with significant investment in active travel infrastructure, introduction of an enhanced local rail service between Inverurie, Aberdeen and Montrose, and delivery of one of the largest fleets of hydrogen vehicles including Hydrogen double-decker buses. The area also has a successful car club and is delivering a framework of charging for Electric Vehicles.

3. Strategic drivers

UK	Decarbonising Transport, a better, greener Britain
	To introduce a legal framework for automated vehicles
Scotland	National Transport Strategy (NTS2) and Delivery Plan
	Update to Scotland's Climate Change Plan includes commitments to: • a 20% reduction in car traffic by 2030 • phase out the need for diesel and petrol cars by 2030
	Current consultations on 20% car kilometre reduction routemap and an Aviation Strategy
Regional	Regional Transport Strategy – NESTRANS 2040
Aberdeen	Aberdeen Local Transport Strategy
	Sustainable Urban Mobility Plan
	Aberdeen Active Travel Action Plan
	Aberdeen Electric Vehicle Framework
	Roads Hierarchy

4. Approach

4.1. Overview

Strategic Aim: We will reduce travel demand, play a key role in enabling a transition to low / zero emission vehicles and facilitate more walking, wheeling and use of public transport to reduce emissions while increasing the safety of road users.

Key Outcomes	Strategic objectives	Measures
Reduction in traffic across the city	Reduce the demand for travel	Total traffic In Aberdeen. 2019 Baseline 1,568m.km
Reduction in proportion of journeys by car to less than 50% by 2030	Improved travel planning and better integration of transport networks, to enable modal shift.	Baseline Main Mode of Travel 2019 Car driver 53%
Reduce the need for car travel, facilitating local services and 20-minute neighbourhoods	Low carbon transport decisions to support 20% car traffic reduction, mode shift and emission reductions.	Baseline car traffic in Aberdeen 2019 1,244 million vehicle km.
Increased number of people taking public transport	Increase public transport options to encourage low carbon travel	Baseline 2019 Main mode of travel bus 12%
Increased number of people walking and wheeling	Extend and improve active travel networks for healthy, safer, and sustainable choices	Baseline 2019 Main mode of travel walk 21% and cycle 2%
Reduced emissions from transport	Decarbonise transport and increase uptake of low and zero carbon technology	Baseline 2019 carbon emissions from surface transport 329 kilotonnes CO_2e.

4.2. About the approach

Reduce the need to travel

While changing the mode of how we travel is key to reaching net zero, a cornerstone component of the mobility theme is reducing the need for unnecessary travel.

- Facilitate local services, with the development of a 20-minute neighbourhoods model and shop local schemes in dialogue with communities.
- Enable flexible working practices, supported through greater digital connectivity, to reduce travel to work and travelling to meetings, when appropriate.

- Encourage greater use of technology, with the continued rollout of fibre, high speed broadband networks, supporting home shopping, remote working, and education.
- Develop community hubs, to allow people to work closer to home.

Better integration of transport networks

For modal shift, it is key to ensure that elements of the transport networks "fit", with live information for users and different travel modes working as a combined network.

- Enable multi-operator and multi-mode journeys seamlessly, through single ticket and collated information, such as the GoABZ app. which will enable cashless, all modes ease of use for facilities such as Car Club, public transport, e-bike hire and other services.
- Work with businesses to develop travel plans and inviting a Commuter Challenge, encouraging individual businesses to aim for net zero commutes.

Low carbon transport decisions

Use of forecasts, modelling practices and a review of policies, plans and strategies to support traffic reduction, mode shift and carbon reductions. Ensuring that carbon-emitting practices are not built into projects and decisions.

- Identify major road schemes which are no longer necessary or appropriate and make positive decisions against their development.
- Use traffic models which test scenarios enabling traffic reduction, in line with national and local targets.
- Review the strategic approach to car parking to support a modal shift, ensuring that the cost and availability of parking is no longer an incentive for car use, relative to cost of public transport.
- Introduce Local Planning Guidance requiring developers to implement measures which will reduce dependence on car travel.
- Investigate the benefits and implications of introducing Workplace Parking Licensing, Road User Charging, or other demand management measures.

Increase public transport options

Conventional rail and bus networks will be supplemented by an Aberdeen Rapid Transit (ART) network (as set out in the RTS), linking Park & Ride sites and Demand Responsive Transport options where appropriate for travel competitive with car costs and journey times.

- Develop a "game changer" public transport offering in the form of Aberdeen Rapid Transit, a tram-like modern system with exemplary comfort and effectiveness, including off-vehicle ticketing and competitive journey times.
- Maximise investment in existing and new Park & Ride facilities, linking edge of City with city centre, via an effective and efficient network.
- Deliver significant bus priorities which ensure competitive, consistent, and reliable journey times for public transport, on all key routes and corridors.

- Deliver additional railway stations to provide a local rail service.
- Deliver public transport which caters for the needs of all sectors of the population, including Demand Responsive Transport, Mobility as a Service, integrated ticketing initiatives and quality information using technological advances.
- Encourage a better balance of road space, identifying where road space can be allocated to support the sustainable travel hierarchy.

Extend active travel networks

Attractive walking, cycling and wheeling options for short journeys by ensuring safe networks and appropriate facilities that encourage modal shift, lessening dependence on private cars.

- Pedestrianisation of the City Centre, as part of a City Centre Masterplan, incorporating linkages to the Beach and supported by measures to facilitate cycling and public transport access to the City Centre.
- Introduction of 20mph zones and traffic management, where traffic speeds are restricted to reduce the incidence of collisions and encourage active travel.
- Implement Traffic-Free Zones and Low Traffic Neighbourhoods, to protect residential amenity, reduce noise and air pollution and the impact of traffic on communities.
- Implement School Zones as part of School Travel Plans, where traffic is restricted during school start and end times, dissuading traffic around schools, encouraging active travel for pupils, and reducing casualties.
- A major programme of footway widening, junction treatments, surface improvements, and additional crossing points for an improved walking environment in the city.
- Develop a strategic, segregated cycling network.

Decarbonise transport

The Scottish Government has committed to phasing out the need for new petrol or diesel vehicles by 2030. They have further committed to fully decarbonising Scotland's railways and are encouraging bus operators and goods vehicles to convert to zero emission technologies.

- Support national initiatives to decarbonise rail, aviation, and maritime sectors.
- Facilitate the retrofitting of the bus fleet operating in the city, through working in partnership through the North East Bus Alliance in securing funding via Transport Scotland's Bus Emission Abatement Retrofit scheme.
- Work with fleet operators to encourage the decarbonisation of goods vehicles, and other corporate fleets, including EcoStars accreditation for organisations leading by example.
- Support a transition to zero-emission vehicles in the general population, through engendering a change in attitudes to car ownership (through providing Car Club

and e-bike hire for example) and enabling a shift to alternative fuels, including Electric Vehicles and hydrogen options.

5. Risks for this theme

Public and political support is essential, and the pace of change required will be a significant challenge. Road building schemes remain within the infrastructure plans of the Council and business community and development proposals are expected to provide increased capacity allowing individuals to focus on their personal preference rather than community goals. Strong leadership from the public sector and in particular, senior management, is needed if the Net Zero Vision is to be delivered. Potentially unpopular proposals, including increased enforcement or new charging regimes will likely require cross-party support and cross-organisational understanding.

Financial challenges should be able to be overcome – national funding is available for ambitious schemes which meet national criteria and objectives and potential revenue-raising opportunities fit with the demand management and mode shift agenda.

6. Theme synergies

Buildings & Heat	Buildings should strive to incorporate future electric vehicle demands and opportunities, e.g. charging and energy storage.
Energy Supply	Net zero mobility needs energy system able to cope with demands of vehicle charging. Hydrogen alternatives help with the transition to a hydrogen economy.
Circular Economy	Leased and shared vehicles, i.e. Co-wheels & bike hire. Repair for active travel and low-carbon vehicles. End of life vehicles.
Natural Environment	Travel routes which integrate space for people and nature, improving habitat integrity and climate resilience.
Empowerment	Support the move towards zero carbon mobility, including the use of fiscal and non-fiscal incentives.

APPENDIX 2

Aberdeen Climate and Nature Pledge

Towards a net zero and climate resilient Aberdeen

For businesses and organisations

We pledge to…

- Join the collective journey towards net zero and climate resilience expressed in Net Zero Aberdeen and Aberdeen Adapts;
- Accelerate the reduction of our organisation's carbon emissions to contribute to the delivery of a Net Zero Aberdeen by 2045;
- Collaborate across the city and region to reduce emissions, build climate resilience and help enable a just transition; and
- Actively contribute to the protection and restoration of Aberdeen's natural environment.

As an organisation, we commit as a minimum to:

- Measure our carbon* emissions and be transparent about our targets and performance;
- Identify and assess climate risks affecting our organisation and customers;
- Plan, implement and promote evidence-based actions to tackle climate change and nature restoration;
- Embed environmental considerations into investments and decision making;
- Engage with staff, stakeholders and customers about our climate and nature commitments, actions and progress at least annually; and
- Support a just transition, ensuring our actions do not disadvantage any groups.

*Carbon is used as a general term to represent all greenhouse gas emissions

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 08 December 2022

5.1: Transport Studies Update

1. Purpose of Report

1.1 This report provides updates for the Nestrans Board on a number of recent tender awards for transport studies.

2. Aberdeen City Region Deal – Strategic Transport Appraisal

2.1 An overview of the Transport elements of the Aberdeen City Region Deal was provided to the Board on 22 June 2022 (Item 5.2). In relation to the Strategic Transport Appraisal, this set out plans to progress on a number of studies, following approval from the Aberdeen City Region Deal Joint Committee on 10 June 2022, and are summarised as follows:

1. Completion of Strategic Modelling Work, and subsequent testing of key areas of interest where previous work showed particular pressures on network performance.
2. Appraisal and Business Case Development for A90(N)/A952 Corridor, building on the work previously done for Nestrans which considered upgrades to the Ellon by-pass, Toll of Birness junction and other associated safety and reliability measures on the routes between Ellon, Peterhead and Fraserburgh.
3. Business Case Development for key junctions on A956 Wellington Road Corridor, following completion of ongoing STAG options assessment on this route.
4. Rail Freight Demand and Options study, considering future opportunities arising from Aberdeen South Harbour and the adjacent Energy Transition Zone.
5. Pilot "Live-Lab" interventions, based on demonstrator projects which can be learned from, prior to wider roll out:
    a. Transport Mobility Hubs – City, Suburban and Rural Small Town – locations facilitating interchange to sustainable modes;
    b. Regional "demountable" Hydrogen Fuelling Hubs.

2.2 Nestrans co-ordinates the delivery of these projects, through the City Region Deal Transport Working Group. All elements of work are funded from the City Region Deal funding allocations.

Strategic Modelling

2.3 The strategic transport model (ASAM19) is being used for its initial application on the option appraisal for the Aberdeen Rapid Transport project. Meantime, the model development reports are being finalised, prior to model audit.

A90(N)/A952 Corridor – Ellon, Peterhead, Fraserburgh

2.4 A tender has been issued for consultants to undertake an evidence review and gap-analysis, leading to potential data collection during spring 2023. This would be used to update the previously completed option appraisal work considering the strategic

linkage between Ellon, Toll of Birness, Peterhead and Fraserburgh. It is anticipated that consultants will appointed early in December 2022.

A956 Wellington Road

2.5 Design options for junctions at Hareness Roundabout and Souterhead Roundabout are currently being scoped, prior to commissioning design work. These locations correspond with where the External Links to Aberdeen South Harbour project interfaces with Wellington Road.

Rail Freight Demand and Options

2.6 Following a mini-competition using the Scotland Excel Framework, consultants AECOM have been awarded a contract to study future regional rail freight demand, developing a range of demand scenarios taking account of policy and improved infrastructure for freight. The potential implications of this demand on rail freight terminal capacity and configurations will then be considered, taking account of potential future requirements from the Hydrogen opportunity. In accordance with financial regulations, the contract has been awarded on a lump-sum basis, following a 80:20 quality/price assessment, with the winning bid £40,409.

"Live Lab" Interventions - Mobility Hubs and Hydrogen Refuellers

2.7 Following earlier work, a focus has been placed on the development of Mobility Hubs and Hydrogen Re-fuellers. In order to progress the scoping of these two projects to business case proposals, consultancy resource has been acquired from AECOM on a virtual secondment basis. This is now enabling draft proposals to be developed for Mobility Hub interventions in both Aberdeen City and Aberdeenshire, and also facilitating progression of a feasibility study considering the technical specification of a Hydrogen Re-Fuelling facility suitable for the needs of the north east. In accordance with financial regulations, through the Scotland Excel Framework, the resource has been procured from AECOM using a direct-call off from the framework, to the value of £29,342, until the end of March 2023.

3. Regional Implications of National 20% Vehicle-Kilometre Traffic Reduction Target

3.1 Following a mini-competition using the Scotland Excel Framework, consultants Jacobs have been awarded a contract to study the regional implications of the national 20% Veh-Km Traffic Reduction Target (by 2030), relative to a 2019 baseline, the impact of committed schemes and projects, and any additional measures required to achieve the target. As well as considering traffic targets, consultants have also been asked to consider the impact on carbon emissions.

3.2 In accordance with financial regulations, the contract has been awarded on a lump-sum basis, following an 80:20 quality/price assessment, with the winning bid of £39,357. The work is being managed by a client group with representatives of Nestrans, Aberdeen City Council and Aberdeenshire Council.

4. Comprehensive Travel Survey

4.1 A tender has been issued for consultants to develop methodologies for, and undertake, a multi-modal comprehensive travel survey for the Nestrans area, to enable the

baselining of the Regional Transport Strategy, provide a future monitoring framework, and also allow evidence to be gathered from relevant communities of interest (as per equalities assessment of the RTS).

4.2 Tender assessment is being undertaken following Board report issue. Funding support has been gained from the Paths for All open fund for this work, match funded from Nestrans' budget allocations, with an anticipated value in the region of £100,000.

5. Recommendations

5.1 It is recommended that the Board:

a) Note the progress being made on the Strategic Transport Appraisal elements of the Aberdeen City Region Deal, including tender awards for Rail Freight Options, and Secondment Support for Live Lab projects, and pending award of study for the A90/A952 corridor between Ellon, Peterhead and Fraserburgh.

b) Note award of tender for study to consider the regional implications of the national 20% Vehicle-Kilometre reduction target.

c) Note pending award of work on a Comprehensive Travel Survey for the Nestrans area.

Paul Finch
Transport Strategy Manager

PMF- 29 November 2022

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5.2 Aberdeen Rapid Transit Update

1. Purpose of Report

1.1 The purpose of this report is to provide an update on the Aberdeen Rapid Transit work, being funded through the Bus Partnership Fund, in particular the campaign launch which took place on Thursday 24th November 2022 and the visit to Belfast.

2. Background

2.1 As previously reported to the Board, 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 as follows:

- ART Detailed Options Appraisal; and
- Engagement, Marketing and Communications support.

3. Engagement, marketing and communications

Councillor briefing

3.1 An online briefing was held on Aberdeen Rapid Transit on Monday 31st October for all local Councillors across the north east. This was a well-attended event with 70 Councillors from across Aberdeen City and Aberdeenshire Councils attending. A presentation was provided which covered:

- What is rapid transit and the vision for Aberdeen Rapid Transit;
- Bus Partnership Funding;
- Overview of the developing proposals for Aberdeen Rapid Transit; and
- Looking ahead and the focus for the next few months.

3.2 There was then an opportunity for questions and discussions with a wide range of comments and contributions to the discussions. The aim of the session was to brief members on ART in advance of a more public campaign launch and following the meeting, all Councillors, including those that were not able to attend were issued with a full briefing note.

Stakeholder engagement

3.3 Meetings have also been held with a number of key business stakeholders across the region including Aberdeen and Grampian Chamber of Commerce, Scottish Council for Development and Industry (SCDI); Opportunity North East (ONE); and Aberdeen Inspired. A future meeting is also planned with the Federation of Small Businesses in early December and information also provided to NHS Grampian. The purpose of these meetings has again been to raise awareness and understanding of the Vision for Aberdeen Rapid Transit ahead of the launch.

Aberdeen and Grampian Chamber of Commerce Business Bulletin

3.4 Following the meeting with AGCC, an opportunity was identified to purchase advertorial space in the December edition of their Business Bulletin. The theme for the edition is Positive Change and will be available from 1st December featuring a double page spread on ART. The Bulletin is issued to members of the Chamber across the region, with a readership of over 10,000. The December Bulletin can be viewed here: https://www.agcc.co.uk/helping-your-business/news-opinion/business-bulletin

Campaign launch

3.5 The ART campaign was publicly launched on Thursday 24th November 2022. A news release was issued and media briefings held under embargo on Wednesday 23rd November. In addition, the new ART website pages went live on the 24th containing more detail on the project, the vision, background documents and FAQs. The website can be found at www.aberdeenrapidtransit.org.

3.6 The press release and media briefings resulted in good media coverage on 24th November with the following press coverage:

- STV Online
- Grampian Online
- Press and Journal, inc. an online poll
- Northsound 1
- Original 106
- Aberdeen Live
- AGCC Morning Bulletin
- That's TV
- Evening Express.

3.7 An online poll from the Press and Journal asked the question, "Do you think Aberdeen Rapid Transit will improve transport in the city?". At the time of writing this report, the poll is almost evenly split between those who are in favour (50.22%) and those who do not think it will bring improvements (49.78%).

3.8 Supportive comments were also made by Aberdeen and Grampian Chamber of Commerce, Aberdeen Inspired, and Campaign for North East Rail.

3.9 As part of the launch, updated website pages went live with the press release directing people to the website for further information. The website offers a sign up opportunity for those who wish to be kept up to date and provides the opportunity to provide feedback. To date we have had 45 sign ups and several feedback submissions.

3.10 All media coverage and comments and feedback received is being monitored by Jacobs and will be used to feed into future engagement, appraisal and into the ongoing development of ART.

3.11 Going forward, the launch is being followed up by a series of social media posts, programmed in until the end of the year and we are continuing to work with Jacobs on the ongoing programme of engagement and communications beyond this.

ART Options Appraisal

3.12 Stantec are continuing to work on the Detailed Options Appraisal. The objectives for ART have now been approved by Transport Scotland and work is continuing to analyse the results of the modelling exercise, as reported to the Board in October 2022. To feed into the appraisal, a series of representative panel surveys are being undertaken, starting in mid November, with the aim of gaining views of existing bus users and non bus users on the various aspects of a potential ART network and how likely people would be to change their travel behaviour as a result.

3.13 It is the intention that the ART Detailed Options Appraisal will be reported to the Nestrans Board in February 2023.

4. Study Visit to Belfast

4.1 On Monday 21st and Tuesday 22nd November, a delegation of officers and Board members visited Belfast and were provided with a demonstration of the Glider rapid transit system, which has operated there since September 2018. The visit consisted of five Nestrans Board members, Nestrans' Director and Strategy Manager and representatives from Aberdeen City Council and Aberdeenshire Council.

4.2 The delegation were met by Clive Robinson from Northern Ireland's Dept for Infrastructure who explained the principles behind the Glider concept and reflected on the uplift in public transport usage as a result of its implementation. The delegation travelled on the Glider to Dundonald Park & Ride site, which had had to be extended due to growth in patronage and heard from the operator's (Translink) perspective on success factors of the scheme. As well as high quality, high capacity accessible vehicles, regular frequency and competitive journey times (enabled by bus priorities, direct routeing, multi-door vehicles which enable quick boarding and alighting through an off-vehicle ticketing scheme) the system is marketed as a stand-alone brand but at ticket prices capped to match conventional bus fares.

4.3 The group also visited a new marshalling and stabling depot, delivered as part of the project and heard from DfI on their proposals to develop a second north-south line reflecting the popularity of the initial east-west route and Titanic Quarter lines. The Belfast system covers some 20 kilometres of route, is operated by 36 Glider vehicles with 70 drivers and serves some 120 upgraded halts.

5 Recommendations

5.1 It is recommended that the Board:

1. Note the updates provided on engagement, marketing and communications, options appraisal and the Belfast visit.

Kirsty Chalmers
Transport Executive

29 November 2022

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 8 December 2022

6.1 Bus Action Plan

1. Purpose of Report

1.1 The purpose of this report is to provide the Board with an updated version of the North East Bus Alliance Bus Action Plan.

2. Background

2.1 The North East of Scotland Bus Alliance was formed in 2018 and is a voluntary partnership of:

- Nestrans;
- Aberdeen City Council;
- Aberdeenshire Council;
- First in Aberdeen;
- Stagecoach Bluebird; and
- Bains Coaches.

2.2 The objectives of the Bus Alliance, set out in its 2018 Quality Partnership Agreement, are to:

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

2.3 A number of sub-objectives were also identified:

a) To increase the mode split proportion of people travelling by bus across the region;
b) To improve operational performance of bus services;
c) To improve customer satisfaction with the overall level of service across the region;
d) To reduce emissions per bus passenger journey, contributing to improved local air quality and reducing carbon emissions; and
e) To improve access to public transport for all, reducing the equalities gap across the region by reducing barriers including cost and physical access.

2.4 The first action of the Bus Alliance was to identify the key issues for the bus network in the north east and a State of the Bus Network Report was published in June 2019.

2.5 It should be noted that the Covid-19 pandemic has derailed progress towards achieving these objectives and significantly altered the baseline from which we are making improvements. Although these objectives will need to be reviewed in time, the priorities identified within them remain valid.

3. Bus Action Plan

3.1 The first Bus Action Plan under the North East Bus Alliance was published in April 2020 and was informed by the findings of the 2019 State of the Network Report. It set out the priority actions of the Bus Alliance partners over a five-year period and provided 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 In 2022, the Bus Alliance undertook to carry out a review and update of the actions of the Bus Action Plan and a revised action plan has been produced. This uses the same overarching headings but brings in new actions and updates under each of its priority areas:

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; and
h) Demand management measures.

3.3 A summarised version of the revised action plan, containing all the key actions, timescales, lead authority and funding source is provided in **Appendix A** to this report. The full version of the action plan, containing more detail on progress and next steps as well as costs and value to the local bus offer is available to view on the Nestrans website here and was approved by the Bus Alliance Board at its meeting on 13th October 2022.

3.4 The Action Plan is a live document which is reviewed and updated by the Bus Alliance partners on a regular basis and provides an overarching view of the actions being brought forward by all the Bus Alliance partners to improve the region's bus network.

4. Bus Partnership Fund – Match in Kind contributions

4.1 Although there is no match funding requirement associated with funding that has been awarded by Transport Scotland through the Bus Partnership Fund, there is a requirement to demonstrate what the partners are delivering for the wider bus network through 'match in kind' contributions.

4.2 This update to the Bus Action Plan has been submitted to Transport Scotland as a demonstration of the wide range of actions being delivered by the Alliance to improve the bus network across the region, in addition to the actions being funded by the Bus Partnership Fund. There will be a further requirement as part of the BPF to develop Bus Service Improvement Partnership (BSIP) Agreements which further commit both public sector partners and operators to delivering improvements to infrastructure and services and the action plan will be reviewed and updated as the details of these emerge.

4.3 Discussions are already ongoing through the Bus Alliance on development of a BSIP agreement which will involve a review and update of the objectives contained within the Quality Partnership Agreement. A more detailed report on BSIPs will be brought to a future meeting.

5 Recommendations

5.1 It is recommended that the Board:

1. Note the updated Bus Action Plan, as provided in Appendix A.
2. Continue work in partnership through the North East of Scotland Bus Alliance to deliver the actions contained within it.

Kirsty Chalmers
Transport Executive

29 November 2022

NORTH EAST SCOTLAND BUS ALLIANCE - BUS ACTION PLAN UPDATE - NOVEMBER 2022

	Overarching Action		Key actions	Timescales / Status	Lead organisation	Funding Source
	JOURNEY TIMES AND RELIABILITY					
1	**Developing a Bus Service Improvement Partnership (BSIP) Agreement**	i)	Develop BSIP Plan	BSIP Plan 2023 (but dependent on guidance from Transport Scotland)	Aberdeenshire Council & Nestrans	Staff time and Nestrans or BPF if external consultancy support required.
2	**A944/A9119 Priority Corridor Bus Journey Time and Reliability Improvements**	i)	Undertake a Multi-Modal Corridor Study STAG appraisal to identify actions to improve journey times and reliability.	**Complete**	Aberdeen City Council	Bus Partnership Fund
		ii)	Outline Business Case for actions identified in the MMCS	Move to OBC Autumn 2022 (subject to gateway review)		Bus Partnership Fund
		iii)	Development of BSIP agreement for the A944/A9119		All Bus Alliance Partners	
		iv)	Develop action plan for corridor 1 in line with ART Vision.		Aberdeen City Council	Bus Partnership Fund
		v)	Implement infrastructure and service improvements in line with BSIP agreement and in line with aspirations to develop ART network		All Bus Alliance Partners	Bus Partnership Fund
3	**Ellon to Garthdee priority corridor bus journey time and reliability improvements**	i)	Undertake a Multi-Modal Corridor Study STAG appraisal to identify actions to improve journey times and reliability.	**Complete**	Aberdeen City Council lead in partnership with Aberdeenshire Council and Nestrans	Bus Partnership Fund
		ii)	Outline Business Case	Mar-23	Aberdeen City Council	Bus Partnership Fund
		iii)	Develop Action Plan			Bus Partnership Fund
		iv)	Development of BSIP Agreement			
		v)	Implement infrastructure and service improvements in line with BSIP agreement and in line with aspirations to develop ART network			Bus Partnership Fund
4	**A96 Inverurie to Aberdeen priority corridor bus journey time and reliability improvements**	i)	Undertake a Multi-Modal Corridor Study STAG appraisal to identify actions to improve journey times and reliability.	**Complete**	Aberdeen City Council	Bus Partnership Fund
		ii)	Outline Business Case			Bus Partnership Fund
		iii)	Develop Action Plan			Bus Partnership Fund
		iv)	Development of BSIP Agreement			
		v)	Implement infrastructure and service improvements in line with BSIP agreement and in line with aspirations to develop ART network			Bus Partnership Fund
5	**A92 Aberdeen to Portlethen priority corridor bus journey time and reliability improvements**	i)	Undertake a Multi-Modal Corridor Study STAG appraisal to identify actions to improve journey times and reliability.		Nestrans	Bus Partnership Fund
		ii)	Outline Business Case			Bus Partnership Fund
		iii)	Develop Action Plan			Bus Partnership Fund
		iv)	Development of BSIP Agreement			
		v)	Implement infrastructure and service improvements in line with BSIP agreement and in line with aspirations to develop ART network			Bus Partnership Fund

	Overarching Action		Key actions	Timescales / Status	Lead organisation	Funding Source
6	**A93 Priority Corridor bus journey times and reliability improvements**	i)	Undertake a Multi-Modal Corridor Study STAG appraisal to identify actions to improve bus journey times and reliability.	2023	Aberdeen City Council	Nestrans
		ii)	Outline Business Case			
		iii)	Develop Action Plan			
		iv)	Development of BSIP Agreement			
		v)	Implement infrastructure and service improvements in line with BSIP agreement and in line with aspirations to develop ART network			
7	**A947 Priority Corridor bus journey time and reliability improvements**	i)	Undertake a Multi-Modal Corridor Study STAG appraisal to identify actions to improve journey times and reliability.	2023	Aberdeen City Council	Nestrans
		ii)	Outline Business Case			
		iii)	Develop Action Plan			
		iv)	Development of BSIP Agreement			
		v)	Implement infrastructure and service improvements in line with BSIP agreement and in line with aspirations to develop ART network			
8	**City Centre Bus journey time and reliability improvements to support the City Centre Masterplan**	i)	Bus priority enabling works on South College Street	Spring 2023	Aberdeen City Council	Bus Partnership Fund
		ii)	City Centre Traffic Management Plan including Bus Priority Measures	Due to be implemented early 2023	Aberdeen City Council	Bus Partnership Fund
				Complete	Aberdeen City Council	Aberdeen City Council
		ii)	Streetscape improvements		Aberdeen City Council	Aberdeen City Council
9	**Journey time and reliability improvements on other parts of the non-strategic network**	i)	Ongoing monitoring and review of network to identify problem areas affecting bus journey times and reliability.	Ongoing	Bus operators	
10	**Local town centre bus journey time and reliability improvements**	i)	To identify and implement options for alleviating local town centre congestion to improve reliability of services. (key towns identified as Stonehaven, Ellon and Inverurie. Westhill and Inverurie to be looked as part of priority corridors above)		Aberdeenshire Council	
				Ongoing	Aberdeenshire Council	Aberdeenshire Council
	Information, Marketing and Promotion					
11	**Improvements to Bus Stop Information**	i)	Undertake pilot of digital bus timetable information - A96 Civitas Portis E-Paper displays	**Installed November 2020**	Aberdeenshire Council	Civitas Portis project & Nestrans
		ii)	Westhill RTPI display	**Works completed 2021**		Nestrans
		iii)	Newtonhill/Chapelton Park &Choose shelter lighting and RTPI display	**Works completed 2021**	Aberdeenshire Council	Nestrans
		iv)	To undertake a full review and upgrade of bus shelter information provision on the priority corridors as part of the Digital Transformation project and integrated within BSIP corridor improvements and the vision for ART.	*Linked to progress on other actions*	Aberdeenshire Council	
		v)	Roll out of e-paper battery powered bus stop flags across the region	**Installed June 2022**	Aberdeenshire Council	Nestrans
		vi)	Plans for future roll out	Planning Stage	Aberdeenshire Council	Nestrans, Cross Country Trains, Aberdeenshire Council

	Overarching Action		Key actions	Timescales / Status	Lead organisation	Funding Source
12	**Targeted campaigns to encourage increased use and provide information to highlight buses as an attractive alternative to travel by private car**	i)	Promotional campaign on how to use a bus for non-users.	Winter 2022/23	Nestrans	Nestrans
		ii)	Launch of First Bus App to provide space checker when planning for journey and launch of Stagecoach Busy Bus feature on App.	**Launched 2020/21**	First Bus	Bus Operators
13	**Engage with the business community and major employers regarding travel planning**	i)	Corporate campaigns and events with employers to promote bus travel	Ongoing	Bus Operators	
				Ongoing	Nestrans	Nestrans
	Fares and Ticketing					
14	**Further development of the GrassHOPPER ticketing products**	i)	Further support the development of the GrassHOPPER integrated ticket to include development of an online retail solution for purchasing GrassHOPPER tickets.	Ongoing	Aberdeenshire Council	All partners
		ii)	To explore options for contactless capping of GrassHOPPER fares		Bus Operators	Bus operators / Scot Gov
15	**Contactless and Smart Ticketing**	i)	To have contactless capping available from all major operators in Aberdeen City and Aberdeenshire.		Stagecoach Bluebird	Bus operators / Scot Gov
16	**Fares and tickets that provide the best value for customers**	i)	Launch new flexible tickets to assist customers with changing commuting habits	**Stagecoach Launched Mar 21**	Stagecoach Bluebird	
	Affordability and Accessibility					
17	**Improve the affordability of bus travel**	i)	Better inform the public of availability of different fare types and promotion of special fares to relevant groups, in order to maximise the number of people benefiting and improve overall access to bus from an affordability perspective.	**Progressing**	Nestrans	
		ii)	Fares and tickets that provide the best value for customers	**March 2021 (ongoing)**	Bus Operators	
		iii)	Promotion of free travel for under 22s scheme	2022/23	All partners	Nestrans
18	**Improve access to services and employment**	i)	Undertake a review of the supported bus and community transport network in Aberdeenshire	**Complete**	Aberdeenshire Council	
		ii)	Pilot Enhanced Demand Responsive Transport Services	**One year pilot launched August 2021 and extended for a further year in August 2022**	Aberdeenshire Council	Aberdeenshire Council
		iii)	Evaluation of Enhanced DRT Pilots	Aug-23	Aberdeenshire Council	Aberdeenshire Council and Nestrans
		iv)	Lobby at a National level for enhanced funding for Demand Responsive Transport provision	Ongoing	Aberdeenshire Council	Aberdeenshire Council and Nestrans
19	**Review fares as part of corridor BSIP agreements**	i)	The Transport (Scotland) Act establishes the opportunity to consider fares as part of a BSIP agreement		Operators	
20	**Improve accessibility for those with disabilities**	i)	Continue to promote and distribute the Thistle Assistance card and look for ways to enhance the promotion of this.	Ongoing	Nestrans	Nestrans

	Overarching Action		Key actions	Timescales / Status	Lead organisation	Funding Source
	Interchange					
21	**Development of the park and ride network (infrastructure and services)**	i)	To increase capacity at Ellon Park and Ride, upgrade facilities and improve information provision (Ellon Phase 2 Improvements)	**Complete April 2022**	Aberdeenshire Council	Aberdeenshire Council and Nestrans
		ii)	Further enhancements to Ellon Park and Ride (Phase 3)	Design/planning during FY23/24 and Works projected for FY24/25	Aberdeenshire Council	Aberdeenshire Council and Nestrans
		iii)	Re-surfacing sections of Kingswells Park and Ride used by buses.	**Completed 2021**	Aberdeen City Council	Nestrans
		iv)	To investigate the feasibility of a new park and ride to the south of Aberdeen. To include what enabling measures would be required on the corridor		Aberdeenshire Council	
22	**Enhance interchange opportunities**	i)	Develop a mini interchange hub at Crathes		Aberdeenshire Council	Nestrans, Aberdeenshire Council
		ii)	Develop a mini interchange hub at Oldmeldrum	Progressing		Nestrans, Aberdeenshire Council
		iii)	To review need and identify locations for further mini-hubs			
		iv)	To improve the access and provision of interchange sites within town centres	Progressing	Aberdeenshire Council	
		v)	To improve the access and provision of interchange sites in Aberdeen City Centre	Progressing	Aberdeen City	
23	**Bus Station Improvements**	i)	To upgrade facilities at Peterhead Bus Station to improve access and operation of services within the site	2022/23	Aberdeenshire Council	Nestrans, Aberdeenshire Council
		ii)	To review facilities at Fraserburgh bus station	2022/23	Aberdeenshire Council	
		iii)	To better understand the requirements and feasibility of improvements to Aberdeen Bus Station	No significant progress	Aberdeen City Council	
	Bus Stop Infrastructure					
24	**Improvements to Bus Stop Facilities**	i)	To ensure that current provision of bus shelters is maintained (i.e. no reductions) and then focus on enhancing provision.	Ongoing	Aberdeen City Council (City assets) Aberdeenshire Council (Shire assets)	Councils and Nestrans
		ii)	Development of a suite of standards for bus stop infrastructure - to ensure consistent approach	2023	Aberdeenshire Council / Aberdeen City Council	
		iii)	To improve bus stop facilities across the region	2022/23	Aberdeenshire Council	Aberdeenshire Council and Nestrans
25	**Priority Corridor Infrastructure Specification**	ii)	To consider, in line with BSIP agreements on the priority corridors, the potential for enhanced shelter and infrastructure specification on a corridor basis	Linked to progress on other actions	Aberdeenshire Council	

	Overarching Action		Key actions	Timescales / Status	Lead organisation	Funding Source
	Quality of the Fleet					
26	**Priority Corridor Vehicle Specification**	i)	To agree vehicle specification for the priority corridors, e.g. vehicle type and/or emission standards for input to BSIP negotiations	Linked to progress on other actions	Operators / Nestrans	
27	**Reduce bus fleet emissions**	i)	In liaison with operators to look at opportunities for low emission vehicles to complement the introduction of a Low Emission Zone in Aberdeen and Bus Alliance priorities	Progressing	Aberdeen City Council and Operators	Transport Scotland and Bus Operators
		ii)	Infrastructure upgrades to accommodate increased number of low emission vehicles within the fleet		Operators / Aberdeenshire Council / Aberdeen City Council	
		iii)	Expand the fleet of hydrogen vehicles across the region	Ongoing	Aberdeen City Council	
		iv)	Lobby the Scottish Government on issues relating to the support and funding available for switch to hydrogen buses.		Aberdeen City Council	
28	**Enhance accessibility of the bus fleet**	i)	Work with local communities and bus users to ensure vehicles meet the needs of those with restricted mobility or other disabilities	Ongoing	Bus operators	Operators / Scot Gov
	Managing Demand					
29	**Road space reallocation in Aberdeen City as part of the CCMP and Beach Development Frameworks**	i)	Key actions to be identified through the CCMP		Aberdeen City Council	Aberdeen City Council
30	**Implementation of Low Emission Zone**	i)	Commence enforcement following implementation in March 2022	Jun-24	Aberdeen City Council	
31	**Identify the most appropriate charging regimes in and around Aberdeen which could manage demand for travel and provide revenue to support a step change in transport provision in support of the objectives of the RTS (RTS Action MD 2)**	i)	Actions to be developed through the RTS		Nestrans and Councils	
32	**Develop car parking policies which contribute towards mode shift and a fairer system of payments to reflect the impact of traffic on urban areas and the need to offer alternatives to the car (RTS Action MD 3)**	i)	Review Aberdeen City car parking strategy		Aberdeen City Council	
33	**Review the allocation of road space within Aberdeen and Aberdeenshire towns to provide protection to vulnerable road users and to enhance journey times for public transport in line with the travel hierarchy**	i)	Actions being considered through the multi-modal corridor studies and CCMP		Aberdeen City Council and Aberdeenshire Council	

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NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 8 December 2022

6.2 HTAP Annual Report 2021-2022

o Purpose of Report

The purpose of this report is to request that the Board note the Health & Transport Action Plan (HTAP) Annual Report 2021-2022 and approve the recommendation that the report be presented to the three Community Planning Partnership Boards within Grampian.

o Background

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 Regional Transport Strategy add greater emphasis to issues related to health and transport.

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, 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.

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.

o Annual Report 2021-2022

A draft Annual Report is attached as **Appendix A** to this report. The document was considered by the HTAP Steering Group at its meeting on 29th November 2022. Members are asked to approve the report for their part and to request that the report be presented to each of the three Community Planning Partnerships in the Grampian area.

The report highlights areas of joint working such as the Sustrans NHS Workplace Engagement project which has helped promote active travel within NHS Grampian. The project is for three years and is made possible through NHS Grampian and Nestrans collaborating on funding in years 2 and 3. The report also covers how Public Health colleagues are contributing to issues, such as Low Emission Zones and Road Safety. The report notes the work done to promote awareness of Transport Poverty and the links formed with the Poverty Alliance. The annual report also notes the role of HTAP sub-groups in ensuring partners have awareness of and opportunity to contribute to pieces of work around new developments, such as the National Treatment Centre, and on corridor studies and developing Local Transport Strategies.

The annual report highlights the strong links formed through HTAP with national partners such as Public Health Scotland and the Scottish Government, who regard the partnership as a model for other regions to consider adopting. The report concludes with some detail of the review currently being undertaken with partners and the preparation of a refreshed HTAP document.

o Current Year 2022-2023

In the current year, there has been a range of work undertaken in support of the HTAP's aims. Nestrans funded a one-day training event led by Professor Adrian Davis of Napier University. Professor Davis is the world's first Professor of Health & Transport. The aim of the training was to give transport professionals more confidence in making the case for public health within transport planning. HTAP partners established links with Public Health Scotland (PHS) on the creation of an Active Travel team within PHS. A briefing has been arranged for HTAP partners on falling mortality rates and widening health inequalities. The event was held on 1st November and was led by Dr David Walsh, Public Health Programme Manager at the Glasgow Centre for Population Studies.

Partners have also engaged on developments such as the planned National Treatment Centre (NTC) in Aberdeen. A new path between Aberdeen Royal Infirmary and Woodhill House has been opened thanks to Spaces for People funding identified through HTAP and awarded to NHS Grampian. The path was one of many improvements benefitting walking and cycling delivered by NHS Grampian. 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. There is also a growing discussion nationally about transport and health and a momentum that HTAP partners are well placed to contribute to and benefit from.

o Going Forward

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 endorsed. Given the developments since 2013, the Steering Group considers that a review of the HTAP is necessary.

Major developments since the last review

- Creation of Health & Social Care Partnerships.
- COVID pandemic and recovery.
- 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.
- Consultation on new National Care Service.
- Global energy and cost of living crisis.

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.

o Recommendations

It is recommended that the Board:

a) Note the contents of this report and the HTAP Annual Report 2021-22; and

b) Upon final approval by the HTAP Steering Group, request that the report be forwarded to each of the Community Planning Partnerships.

Andrew Stewart
HTAP Programme Manaegr

AS/29 November 2022

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HEALTH AND TRANSPORT ACTION PLAN

ANNUAL REPORT 2021-22

Introduction

This annual report captures the work of the many partner organisations and stakeholders who are engaged in delivering the Health and Transport Action Plan (HTAP) across Grampian region. The report is also provided to national partners and supporters who are interested in the progress of this partnership. The report covers the financial year period April 2021to end March 2022.

Message from the Chair of the HTAP Steering Group

I would like to thank the numerous partner organisations and their representatives who engage and support the aims of the Health & Transport Action Plan. The progress we make is through collaboration and a spirit of partnership, and we are very fortunate to have partners who wish to work closely with the Health & Transport Action Plan.

This successful collaboration ensures the health and transport sectors have in place the appropriate links and as a consequence, with partner support we collectively have delivered successful projects; ensured ongoing dialogue between stakeholders across several key issues; and have helped disseminate evidence and best practice.

The Health & Transport Action Plan's two sub-groups focus on "Access to Health & Social Care" and "Transport & Public Health". Both groups have delivered work that supports improving access, promoting public health, climate change and inequality; and I am indebted to all colleagues that support and make change happen to benefit the communities that we serve.

A strength of the partnership is the diversity of public, third sector and commercial organisations who are involved, as well as having a Public Representative sit on our Steering Group.

As organisations and communities continue to face many challenges, it is important that we further build on our solid partnership to benefit our citizens

Gerry Donald, HTAP Steering Group Chair, NHS Grampian

Message from the Vice Chair of the HTAP Steering Group

Improving health outcomes is a key objective in National and Regional Transport Strategies. Locally, our local authority partners are now reviewing their Local Transport Strategies.

The HTAP partnership has contributed to highlighting health as a key priority and through our network has helped make it possible for health and transport partners to learn and understand the pressures and priorities on different parts of the whole system.

There have been good examples of partnership working and this has been possible thanks to the commitment of those sitting on the Steering Group and the two sub-groups.

This year, as we review the HTAP document and our priorities, we can collectively focus on issues that will make the most difference to our communities and where partnership opportunities can be developed.

Rab Dickson, HTAP Steering Group Vice Chair, Nestrans

Governance Structure

The work of HTAP is overseen by a governance structure comprising of a Steering Group, and two sub-groups.

The Steering Group provides strategic oversight of the progress made towards the aims of the HTAP. The membership includes senior representatives of NHS Grampian, Nestrans, Scottish Ambulance Service, Aberdeen City Council, Aberdeenshire Council, Moray Council, Community Transport Association (Scotland), along with agreed representation from the third sector, Health & Social Care Partnerships, a member of the Mobility & Access Committee for Scotland (MACS), Scottish Government Health Directorate and a Public Representative.

The Steering Group oversees two themed sub-groups.

1. Transport & Public Health Sub-Group
2. Access to Health & Social Care Sub-Group

Both sub-groups report to the Steering Group quarterly providing updates on the work plan produced by each sub-group. Membership of the group is drawn from a variety of appropriate partner organisations across public sector, third sector, academia, transport operators and others.

The programme is supported by the Programme Manager. The post of Programme Manager is jointly funded by NHSG and Nestrans and hosted by Aberdeenshire Council.

Each year the HTAP Annual Report is submitted to the three Grampian Community Planning Partnerships and made available to all partner organisations wishing to submit to Committee or Board level, depending on the nature of organisation. A copy is also submitted to the Mobility & Access Committee for Scotland (MACS).

Alignment with Community Planning Partnerships

The two visions set out by partners within the Health & Transport Action Plan can be linked to the priorities set by the three Community Planning Partnerships (CPPs) within the NHS Grampian area.

Aberdeen City Community Planning Partnership Priorities

- Aberdeen prospers
- Children are our future
- People are resilient, included and supported when in need
- Empowered, resilient and sustainable communities

Aberdeenshire Community Planning Partnership Priorities

- Reducing Child Poverty in Aberdeenshire
- Connected and Cohesive Communities
- Health and Wellbeing

Moray Community Planning Partnership Priorities

The corporate vision of Community Planning in Moray is: "to increase the quality of life and develop the well-being of everyone in Moray."

The strategic priorities, which have been identified to deliver the vision, have been sub-divided under the following seven themes:

- Achieving a healthy and caring community
- Achieving a safer community
- Building stronger communities
- Improving travel facilities, choices, and safety
- Investing in children and young people
- Protecting and enhancing the environment
- Working for increased prosperity

What We Said We Would Do

This section summarises the work of the two HTAP Sub-Groups. Each sub-group has a chair who is a member of the HTAP Steering Group.

Transport & Public Health Sub-Group Update

The vision for transport and public health is:

- *For people in Grampian to choose to travel by active modes such as walking and cycling whenever appropriate and to have the ability to do so conveniently and safely, in order to improve activity levels and public health;*
- *For everyone in the region to live without unacceptable risk to their health caused by the transport network or its use.*

Objective T&PH1	**For partners to use their collective influence and resources within and between their own organisations and at a national level to further increase provision of high-quality infrastructure for active travel, and to promote, inspire and enable more people to walk and cycle as part of their everyday lives.**
	<u>Sub-Groups</u> Quarterly Sub-Group Meetings, information sharing and opportunity identification. The group is chaired by a Public Health Practitioner Advanced from the Public Health Directorate. The membership includes representatives from NHS Grampian, Aberdeenshire Health & Social Care Partnership, Robert Gordon University, Cycling UK, Nestrans, Aberdeen City Council, Aberdeenshire Council and Moray Council. <u>Sustrans NHS Workplace Engagement Project</u> NHS Grampian made a successful bid to Sustrans for a three-year project enabling a full-time position to focus on promoting active travel to staff. The project is fully funded by Sustrans in Year 1, then split between Sustrans, NHS Grampian and Nestrans in Years 2 and 3. Having completed Year 1, the project has delivered a wide range of active travel promotion, including cycle counts, step challenges, workplace challenge, Bike for a Bite, and cycle maintenance checks. There has also been a staff travel survey, development of the Bicycle Users Group (BUG) and creation of Twitter and Facebook pages to showcase the project. The project is also looking at how active travel can be embedded into staff induction. The project has also used free travel plan consultancy with Travel Know How and is progressing four site specific travel plans for Foresterhill Health Campus, Royal Cornhill Hospital, Woodend Hospital and Dr Gray's Hospital. The travel plans form part of the emerging NHS Grampian Sustainability Strategy. The project also enables someone delivering active travel work within NHS Grampian to join Getabout meetings and support wider deployment of campaigns. <u>Spaces for People</u> The project has delivered a number of improvements to cycle parking across the NHS Grampian estate, e-bikes for staff and improved walking and cycling infrastructure, including a path connecting Foresterhill and Woodhill House. The path was opened in September 2022. NHS Grampian was one of only two Scottish health boards to receive funding from the Spaces for People grants. <u>NHS Grampian Transport Overview Group</u> HTAP Programme Manager attends NHSG TOG (Transport Overview Group) to promote links between the network of HTAP stakeholders.

	<u>Funding & Opportunities</u> The group regularly shares information on funding opportunities. There is a regular exchange of developments across transport and public health both regionally and nationally. <u>Signposting</u> As a group, it has been possible to provide practical assistance to colleagues as well as signposting to potential sources of funding. One example, was supporting a travel plan for Rosewell House in Aberdeen and signposting to the Nestrans Sustainable Travel Grant to help fund cycle parking.

"My name is Katrina and I have been working as a Workplace Engagement Officer for NHS Grampian for 14 months. The aim of the Sustrans/ NHS Grampian Workplace Engagement Project is to support NHS Grampian to use active and sustainable travel at an individual, site and organisational level.

In the first year I focussed a lot on raising awareness of the project and building a positive culture surrounding walking, wheeling, and cycling. I've done this through sharing positive messages, campaigns and organising and delivering events and activities, both online and in-person. A lot of my work has also built on work delivered by the Spaces for People Project including promoting use of the new bike hubs and supporting staff to use pool e-bikes and e-cargo bikes. There is still a lot of work to be done in this area but by sharing success stories we hope to inspire other staff to begin using bicycles for business journeys.

The project also focuses on improving sites for cyclists and pedestrians. So far, we have installed two public bike pumps, a cargo bike container and we created walking routes designed for staff at Cornhill which we hope to replicate at other sites.

We have also finished a first draft of an NHS Grampian Active and Sustainable Travel Strategy. Once this is finalised and put into place, this will ensure that active travel remains a priority for NHS Grampian."

Katrina Schofield
Project Officer, Workplace Engagement | NHS Grampian| Sustrans Scotland

Objective T&PH2	**For health professionals to ensure planners and decision-makers are informed of the adverse public health impacts of the transport system and to support those partners already working to resolve them, most notably in order to:** **• Reduce air pollution, especially within Air Quality Management Areas;** **• Reduce the number of people exposed to high transport noise levels;** **• Reduce the number of people killed or seriously injured on the transport network;** **• Reduce the number of people isolated from their communities and key services by lack of appropriate transport;** **• Ensure that transport policies support sustainable and healthy communities.**
	<u>Road Casualty Reduction Group</u> Public Health involvement in North-East Scotland Road Casualty Reduction group. <u>Aberdeen's Low Emission Zone</u> Public Health input to Low Emission Zone group. <u>Aberdeenshire's HEAL (Healthy Eating Active Living)</u> Inputs to Healthy Eating, Active Living (Aberdeenshire). <u>Transport Poverty</u> The group has promoted awareness of poverty through inviting the Poverty Alliance to present on the increasing challenges facing those living in poverty in general and specifically around the cost and security of public transport. <u>Policy</u> The group seeks to ensure that transport policies support sustainable and healthy communities. <u>Influence</u> The group has established working relationships with Public Health Scotland who have created Active Travel posts. These discussions have led to PHS undertaking to do a national paper on active travel. The feedback from this connection is that HTAP remains a unique form of partnership and one that is of interest to national partners.

Access to Health & Social Care Sub-Group

The vision for access to health and social care is:

- *For everyone in the region to be able to access the health and social care they need and if transport is required, for this to be appropriate, convenient, and affordable;*
- *For the environmental impacts of journeys to be minimised.*

Objective AHSC1	**For partners to gain a detailed understanding of the gaps or inequalities in access to or from health and social care services, and to resolve identified problems.**
	Sub-Groups Quarterly Sub-Group Meetings, information sharing and opportunity identification. The group is chaired by the Nestrans Strategy Manager. The membership includes representatives from NHS Grampian, Aberdeenshire Health & Social Care Partnership, Aberdeen City Council, Aberdeenshire Council, Moray Council, Royal Voluntary Service, commercial bus operators and Scottish Ambulance Service. By meeting, the group gains a collective sense of the issues facing operators and how this intersects with communities and the issues around access to and from health and social care services. The group is mindful of the issues around poverty, pressure on organisations using volunteers, pressure on commercial operators and the ongoing pressures on the NHS and Scottish Ambulance Service.

"The work of HTAP over the last few years provides an example of what can be achieved through good stakeholder partnership working. With access to healthcare continuing to be a challenge due to transport being a barrier to those with a disability or reduced mobility, the work of HTAP is going to be even more vital going forward. HTAP provides a good example that could be rolled out across Scotland."

Graham Dunn
Mobility & Access Committee for Scotland (MACS)

Objective AHSC2	**For partners to more fully co-ordinate the planning and delivery of health and social care and transport in order to improve the efficiency and financial sustainability of services.**
	NHSG Transport Programme Board NHS Grampian created a group to review Patient Transport with a focus on hospital discharge and the pressures on bed occupancy. A business case was produced and approved to fund additional weekend transport cover to improve efficiency of patient flow. Work on this emerged because of the pandemic but a focus on improving patient discharge continues as a priority as hospitals continue to face unprecedented pressures. Planning Your Journey To & From Hospital Advice Text providing advice for patients on planning their journey to and from hospital was created in consultation with HTAP partners and the NHS Grampian Public Involvement Network (PIN). The text was accompanied by draft designs of potential posters which conveyed the message around self-responsibility, sources of assistance and, where eligible, use of the Patient Transport Service. The aim of this piece of work was to help patients and families anticipate and plan travel to hospital and for discharge from hospital. THInC THInC, the Travel to Health & Social Care Information Centre, has continued to be funded by NHS Grampian, Nestrans, Aberdeenshire Council and Aberdeen City Council. The project is staffed by colleagues at Aberdeenshire Council's Passenger Transport Unit who offer advice and liaise with community transport providers, whenever possible, to coordinate transport for health and social care appointments. Health and social care professionals are encouraged to contact THInC for advice, on 01467 536111 or travel@thinc-hub.org, either on behalf of service users or to raise general transport issues. A new webpage for THInC has been created and is hosted on the Nestrans website. THInC in the City This Aberdeen city-based service is funded by Aberdeen City Health & Social Care Partnership to support patients getting to and from health and social care appointments. Passengers pay a fare equal to that of Aberdeen City Council's demand responsive Transport service. The transport is provided by Buchan Dial a Community Bus and offers wheelchair accessible door to door transport exclusively for health and social care appointments. Two minibuses operate on Mondays to Fridays between 08:30 and 17:00 hours with booking arranged via THInC.

	Local Issues Calls to THInC help highlight local issues in relation to travel to health and social care appointments. The Sub-Group has also engaged with colleagues in Banff around data gathering of transport to health need, planned health centres in Keith regarding health service needs for the community and the planned National Treatment Centre Grampian (NTCG) in Aberdeen by informing travel times and availability of public transport to serve the many sites that were considered for locating the NTCG. National Issues Building relationships with national partners is an ongoing area of work. The partnership has strong links with the Community Transport Association, Sustrans, Public Health Scotland, the Mobility & Access Committee for Scotland (MACS) and with the Scottish Government's Remote, Rural and Transport team. Most of these national partners sit on the HTAP Steering Group and/or sub-groups. These connections provide a valuable two-way knowledge exchange and opportunity to discuss issues and priorities. Often the feedback is that other areas lack such a partnership and that their interest is in learning from the Grampian example.

'The HTAP's ongoing support for Community Transport operators in NHS Grampian is very welcome. Working in partnership with stakeholders across the sector to ensure everyone can access health and social care is a major priority for CTA and our members. The HTAP offers a useful platform for our sector to support this agenda.

'The Transport to Health & Social Care Information Centre (THInC) continues to be a vital resource for the people of the North East to affordably and sustainably access NHS sites and services across the region. It offers helpful advice and support for patients and connects them with accessible Community Transport services where they live.

'We hope that other parts of the country will look to replicate this work and better signpost to the non-emergency patient transport services provided by local charities, community groups and social enterprises. Many older and disabled people in particular rely on Community Transport as their only means of accessible travel.

'It is essential that this important work of coordination and communication is backed up by long-term planning, fair funding and genuine partnership working. We look forward to working with our HTAP partners to achieve this.'

David Kelly
Director for Scotland
Community Transport Association

Objective AHSC3	For partners to work together to ensure that Transport to Health & Social Care is undertaken by sustainable modes wherever possible, or that care is provided without travel if appropriate.
	New Developments Access to Health & Social Care Sub-Group continues to provide a forum for partners to hear about new health and/or social care site developments to promote early engagement between those planning new developments and the relevant local authority and transport operators.

Looking Forward

Health & Transport Action Plan Review (HTAP3)

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 endorsed. Considering refreshed national and regional transport strategies, the impact of the pandemic on society and other considerations, it is now felt that a review of the HTAP is necessary.

Major developments since the last review

- Creation of Health & Social Care Partnerships.
- COVID pandemic and recovery.
- 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.
- NHS Scotland climate emergency and sustainability strategy: 2022-2026.
- Creation of Public Health Scotland.
- New National and Regional Transport Strategies
- Global energy and cost of living crisis.
- The Consultation considering creating a National Care Service.

Such developments have and will continue to place challenges on partners in health, social care, and transport. These challenges are also opportunities to drive focus on whole system thinking and promote partnership working.

The challenges of ensuring patient/service user access to health and social care as we transition to carbon neutrality necessitate the very dialogue between health, social care and transport partners facilitated by HTAP. Also, the need for the transport sector to improve health outcomes lends itself to the input of Public Health which HTAP has enabled.

The HTAP partners had followed a five-year Road Map which ended in 2020. Having worked together well supporting the NHS during the first two years of 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 we can build a refreshed consensus and renewed commitment to working together on the areas where the partnership can realistically add value.

The process

The HTAP Programme Manager will play an integral role in leading the review and refresh of the Health & Transport Action Plan for Grampian.

The review process will be supported by a Review Group formed from Steering Group and Sub-Group members.

The process will be undertaken in three phases.

Phase 1 – Review what actions have been achieved and what actions are, for whatever reason, no longer appropriate or are extremely unlikely to be achieved and highlight those actions that would be incorporated into a refresh of the original plan (i.e., HTAP3).

Phase 2 – Comprehensive engagement with a wide range of stakeholders who have an interest in the complexity and variety of issues encompassed by health and transport. Through participatory workshops, the partners will identify the challenges and opportunities facing them in the next five years.

Phase 3 – Verification of priorities and areas of focus presented to the Steering Group and final approval of HTAP3.

Timetable

It is envisaged that Phase 1 will be completed by February 2023, Phase 2 by April 2023, and Phase 3 by June 2023.

For further information please contact Andrew Stewart, HTAP Programme Manager (post jointly funded by NHS Grampian and Nestrans)

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Nestrans RTS 2040						
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 priorities listed.	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 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: 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.**	↑
		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) Invoiced to date = **£6.2K**	Berryden Active Travel Connection Report was approved by ACC CGR on 21 Sept. **Application was submitted to Sustrans Places for Everyone for Ashgrove Connects. St Machar Dr feasibility report to be finalised based on returned comments.**	**Option development and detailed estimates being progressed for options between Woolmanhill and Skene Square.**	↑
		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 are working with consultants AECOM to address these comments and are meeting with Transport Scotland on 15 Dec to discuss them.**	↑

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	
		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.	**Landowner discussions have taken place and were on the whole positive and very constructive. Community engagement to progress early in the new year.**	↑
		v) Banchory to Aberdeen City Centre: A93 Improvements - Implementation of recommended outcomes from the A93 Corridor Study and/or, where necessary, further design and business case work.	£50K in 22/23	Awaiting outcomes of A93 multi-modal corridor study. **ACC has advised that A93 multi-modal study will be reported to Committee in March 2023 therefore proposals from the study will not be implemented until next financial year.**		↓
	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 = **£1.7K**	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. **C4 utility notices issued, but only one response received during statutory period. Other utility providers to be chased for response.**	Additional work package requested by SUSTRANS under way to investigate and detail design for crossing locations of Craigshaw Drive. Tender design to be finalised.	↑

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	
		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 = **£3.6K**	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.	**Preparatory work on project proposals for the implementation of the quick wins being undertaken, but minor works such as lining can not be undertaken during winter months and further discussion required on possible progress.**	↓
		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 being developed in discussion with officers in AC and ACC. Additional funding via a virement proposed in separate budget report.**	↑

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	
	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. **Meeting with Transport Scotland to discuss feedback from BEAR on pedestrian crossing design.**	↑
		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.	**Tender for construction has been prepared. Tender pack to be reviewed by AC Projects team before being issued in Dec.**	↑
		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.	**Issues identified regarding land and therefore construction will be deferred and only consultancy costs for design incurred this year.**	↓

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 Caroline 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.	**Works has commenced on the construction of Carolines Well Wood to Castle Road. Work has been split into 3 sections, with Ph1= Ellon Castle Wall , Ph2= Carolines Well and Ph3= section to Golf Road.**	↑
		Contribution support the expansion of the Aberdeenshire Bike Bothy Project to cover the Peterhead Area.	**£30K in 22/23**	**Cycling UK have been commissioned at a total cost of £72,939, of which 50% will be recoverable via the Council's Smarter Choices, Smarter Places Grant**	**Cycling UK now providing the Bothy project in Peterhead.**	↑
	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 in April 2022. 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 **before end March 2023.**	↔
		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. **Resurfacing on the path at Millden can now be progressed following agreement with landowner.**	**Aberdeenshire Council may require external resource to complete the actual works, this will be confirmed soon.**	↑

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. Minor changes were made to the Aecom report following feedback received and AC endorsed using this study as the basis of a bid to Sustrans Places for Everyone.	Nestrans contribution to cost of Aecom study being met from A947 route action budget (see RD3)	Funding application submitted by Aberdeenshire Council to Sustrans for £150K to cover design of a preferred option. **AC has been notified that they have been successful in their bid to Sustrans PfE for funding to develop the design work for Banff Active Travel Bridge.**	**AC will follow the Sustrans Projects Process that will assist with selecting the preferred option for design/type of bridge.**	↑
	e. Improved provision at junctions and crossing points for both cyclists and pedestrians.	Junction Alterations to Lock in the Benefits (LiB) of AWPR. Detailed design of options for alterations Westburn/Lang Stracht - Anderson Drive with a focus on improvements for Active travel. Land around Woodhill House has provisionally been confirmed to be within ownership of ACC with no restrictions. Sustrans decision not to provide funding towards the detailed design of the scheme, which they consider not ambitious for cyclist benefit has been challenged by ACC. Risk that full match funding for design and any subsequent construction may not be awarded by Sustrans.	£25.9K in 22/23 (all c/f from 21/22) Invoiced to date = **£9K**	Jacobs' updated the street lighting designs and resubmitted them in Feb for review and agreement by ACC staff. Land plans have been passed to ACC Estates, to progress the land acquisition required for the works. Agreement in principle has been reached with both land owners. ACC legal to progress formalisation of agreements. Remaining budget agreed for continuation to 22/23	**ACC has placed further development on hold pending the outcome of the ongoing A944 BPF corridor STAG appraisal that is considering bus priority measures at this junction.**	↔
AT 2: Continue to protect, maintain and improve the Deeside Way and Formartine & Buchan Way as segregated, green transport corridors. Consideration should also be	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 22/23 RTP Active Travel grant.**	↑

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	
given to the creation of further green corridors and appropriate biodiversity improvements		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	AC has issued a tender for installation of the 5 bridge kits purchased in 21/22. Nestrans asked to use 22/23 grant purely for the purchase of further bridges. Revised grant award including variation of terms received and accepted.	**Tender awarded for purchase of 3 further bridge kits.**	↑
AT 3: Increase the provision and quality of active travel facilities across the Region.	Signage, parking/storage (on and off public transport), changing facilities and tourist/ leisure-friendly facilities.	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.**	↑
		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.**	↑

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	
		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 was issued to return the grant along with a letter outlining the grant conditions that have not been met. **Further statement indicating overdue account issued in Nov.**	↓
		Application received from Portlethen Academy for 10 x bicycle lockers (including 1 for a wheelchair cycle adaptation) for school staff to use to safely store their bikes when they cycle to work.	**£5.9K grant offered in 22/23 with cost to be met from Travel Planning - Grant schemes budget**	**Aberdeenshire Council has agreed to provide match funding and a letter advising of the Nestrans Sustainable Travel Grant Scheme award was issued on 22 November 2022.**	**Aberdeenshire Council to order and install the bike lockers and claim the grant on completion when costs incurred can be evidenced.**	↑
		Application received from Camphill Estates Murtle House to renovate showering and changing facilities, that will be open to all staff and volunteers and also to subcontractors overseeing other building works on site.	**£7.7K grant offered in 22/23 with cost to be met from Travel Planning - Grant schemes budget**	**Camphill Estates are providing the match funding for this sustainable travel grant scheme application and have been advised that their request was successful. Formal offer of grant to be prepared and issued.**	**Camphill Estates to arrange the works and claim the grant on completion when costs incurred can be evidenced.**	↑
		Application received from Camphill Wellbeing Trust for 4 bike stands and showers at the Compass community-based health and wellbeing hub.		**The request was for a 100% upfront communities sustainable travel grant scheme and although a 50% match funding grant was offered, the group could not contribute financially. A revised offer to fully fund the bike stands has been agreed.**	**Group advised that cycle parking would be funded and formal offer of grant with conditions of grant to be prepared.**	↑

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Policy Headings	Current Actions/ Progress			Future Actions/ Progress		Status
RTS actions	Project/Action	Progress	Budget	To be done	Target	
		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.**		↑
	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 and as none had responded they have been chased with quotes now expected soon.**	**Quotes received will be assessed prior to issuing a purchase order for works.**	↑
		Cycle parking in Aberdeen audit. 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.	**£25K in 22/23**	**Tender returns evaluated and Aecom appointed to undertake audit.**	**Inception meeting held, further meeting planned. Review of existing data/ commencement of fieldwork underway.**	↑
		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. ACC seeking confirmation on future cleaning dates.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
		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. Once the works on the A93 are instructed any remaining budget will be used for cycle lining works elsewhere.	**ACC has advised that implementation programme postponed due to only lining of a roads safety concern being carried out during winter weather.**	↓
AT 4: Implement regional cycle hire schemes, which can include bike hire, eBike hire, cargo bike hire and cycle share schemes.	Aberdeen Bike Hire Scheme	ACC announced on 22 March 2020 the operator for Aberdeen's new electric bike hire scheme is Big Issue ShareBike Ltd. ShareBike, an established Norwegian bike hire company, is sourcing the ebikes and developing the app whilst The Big Issue will recruit locally to undertake the maintenance for tasks such as bike re-distribution, bike maintenance, contact centre, and battery charging. Nestrans approved a £10K budget in 21/22 to assist with promotion of the scheme and to support membership subscription. It was used to pre-purchase a number of journeys on a pay as you go basis for future usage by support charities/ organisations under an agreement that commits them to feedback on outcomes.	£10K Revenue in 21/22 Invoiced by end 21/22 = £8.3K	**The scheme was launched on 9 Nov 2022 by Bike Issue ShareBike with 200 ebikes initially being installed at various locations around the city (to be increased to 450) with people able to book the bikes primarily through a smart phone app. People will be able to book an ebike through a monthly subscription scheme or on a pay-as-you-go basis. Using a mobile phone and personal code, a GPS system will identify bike availability to start the trip and also the available parking spaces at the end of the journey.**	**The scheme does not have docking stations with bikes returned to geo fenced areas that are set up in the app. The initial phase operates between the Dee and the Don and west to St Swithin St, but later phases can be expanded based on the success. Further details in info bulletin and can be found by downloading The Big Issue eBike app.**	↑

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	Zero Carbon Daviot	**Application received a communities sustainable travel grant for the purchase of 3 ebikes, safety and maintenance equipment and storage facility to establish a Daviot eBike hub. As a community charity and non profit entity their financial aim is that the proceeds from the bike hire will cover routine maintenance/ running costs and may enable replacement/upgrade of the bikes over a 3- to 5-year period.**		**A volunteer working group will develop a booking process, website/marketing, regular bike maintenance and routine management of the hires. The local village hall will provide space for storage and bike handover and use their CCTV to maintain bike security. Other local groups (Oldmeldrum and Huntly) have offered advice and support based on their recent experience.**	**Although application was approved, the applicant also submitted a bid to Cycling Scotland which was successful and therefore although a communities grant is no longer required, the project will still be progressed.**	↑
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 emphasises the priority of active travel and encourages walking or wheeling as the preferred option for short	B9002 Kennethmont Footway	Land Purchase & Construction.	£74.8K in 22/23 (all c/f from 21/22)	Land Purchase concluded. **AC Projects Team currently creating contract documentation for issue to tender.**	**Construction anticipated to commence January 2023**	↑
	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.	**Works completed in October.**	↑
	A98 Crook O'Ness Street, Macduff	Footway Reconstruction	**£59.4K in 22/23**	Tender issued in September. Scope of works increased and virement agreed in October.	**Contract awarded to MTM.**	↑
	Lumphanan Path Improvement	Application received from Lumphanan Paths Group to new Communities Grant for up to £2.7K. Grant acceptance returned and 50% of grant paid upfront as requested.	Cost being met from Travel Planning - Grant Schemes budget	Grant offer agreed and will be used towards clearing and draining local right of way from Lumphanan Old School to Milton of Auchenhove. Progress update received and works nearing completion. Drainage issues resolved and savings to be used towards information board and fixing fencing.	Unclaimed allocated grant agreed for c/f as works have continued into 22/23. **Final project update report received and second half of grant not required at this time due to land issues and unused £45 of initial award to be returned.**	↑

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for short journeys.	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, and ACC has advised that this is unlikely to be progressed this financial 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 adopted footway surveys have been undertaken along with the carriageway surveys and this work has been completed. The results are currently being reviewed and assessed.**	**ACC to continue with the assessment of the condition report.**	↑
	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 plan to use Nestrans funding towards resurfacing of core path 21 within Seaton Park. **The tender for this work has been awarded to Leiths** and will also be funded via monies from Friends of Seaton Park.	**ACC will continue to review the consultants findings to prioritise future works and to identify any additional funding available through Developer Obligations Money.**	↑
	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. AC staff proposed that survey initially done in a pilot area (Formartine) before being rolled out to other areas. **Brief issued to tender on 7 October and 3 bids received.**	**Following evaluation, work awarded to WSP and inception meeting to be arranged. Full grant for this element not required and will seek approval to use difference for another project.**	↑

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	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. 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.	**Project to be put out to tender on Public Contracts Scotland in November with returns due in early December. Contractor for the works to be appointed thereafter.**	↑
	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. **The final designs and project costs (£46.7K)have been submitted by Sanctuary, the architects at Donside flats.**	**Proposals to be considered by the Developer Obligation Board, but there is sufficient developer funding obligation monies available for this path/location.** 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 has been awarded.**	**Site meetings to take place to start works.**	↑
	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 = **£68.2K**	Fallen trees removed from site. Drainage works and all path works now completed.	**Final invoice received. ACC also using £3.5K Developer Obligation funding towards this project.**	↑

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	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. **Developer Obligation Funds of £6.7K to also be used.**		↑
	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) Invoiced to date = **£52.4K**	A requirement for additional drainage identified and **all works completed**.	**Awaiting final 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 in order to do so.	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 **Paid to date = £92.1K**	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 have appointed additional staff for project**. **Aim to publish and promote this scheme in December and it will be called North East Cycle Hub to allow other partners to join in the future.**	Additional budget towards project agreed by Transport Scotland **and grant conditions with partner organisations issued for agreement, with first tranches of grant released to Gordon Rural Action and Angus Cycle Hub.**	↑
AT 7: Work with partners, including Transport Scotland, Local Authorities, Sustrans, Cycling Scotland and Paths for All	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.	Progress on various elements given in individual project updates. **An outline of suggested proposals for 2023/24 funding was requested and further details to be submitted in December.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
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to ensure the funding models for active travel improvements can help us deliver the	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.	**Proposed Nestrans response contained in the separate publications and consultations report.**	↑
RL - Developing the rail network						
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. **Officers are working with consultants AECOM to address these comments and are meeting with Transport Scotland on 15 Dec to discuss them.**	↑
	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. Nestrans and Aberdeenshire Council to meet the slight increase in cost	Bus shelter and real time information have been ordered and take 12 weeks for delivery. **AC to produce new signs via their signshop. Plan to reuse existing wayfinding pillars and finger posts ordered.**	↑

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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. Modelling of options using the strategic Aberdeen Sub Area Model (ASAM19) completed.	**Detailed appraisal ongoing and outcomes to be reported to Board in Feb 2023. Virtual briefing session for ACC and AC Cllrs held on 31 October and consultation on the options through representative panel surveys and stakeholder meetings underway. Belfast visit took place 21-22 Nov. 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.	**Campaign to raise awareness of ART began on 24 Nov 2022. Articles appeared in press and new ART page went live on Nestrans website. Article prepared for AGCC Business Bulletin and wider business engagement planned for Jan 2023.**	↑

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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. **Only a single quote returned to tender for videos under the Getabout brand to raise awareness of payment methods, ticketing types, journey planning and tracking tools and available concessions so further discussion to take place with Bus Alliance partners.**	↔
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: a) bus journey times and reliability	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. **Palmerston Place Railway Tunnel has now reopened up to the junction of Palmerston Road**. Aim for full opening in Spring 2023.	↑

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		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.	**Initial consultation undertaken on the Experimental Traffic Order for bus gates and ped/cycle zones and disabled parking bays, including modification of the existing ETRO. It is anticipated this will come into effect in the new year and this will start a 6 month period of full public advertisement of the order prior to any decision on making it permanent.**	↑
BUS 2: b) information, marketing and promotion	Roll out of digital timetables at bus stops, focussing initially on the priority radial corridors.	**Real time information screens - cancelled bus trip details. 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.**	**£20K in 22/23**	**AC PTU has agreed with all suppliers that they manage this data via a 'SX (Situation Exchange)' feed. No charge from Ticketer (First Bus) and they now have a quotation from Vix (Stagecoach) to cover the SX feed from the ticket machines.**	**AC PTU awaiting a quotation from their RTPI supplier to cover the development work to consume the SX feed. All suppliers aware that this facility is an urgent requirement and must be delivered this FY.**	↑

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BUS 2: c) Fares and ticketing	Further support the development of the GrassHOPPER integrated ticketing arrangement to develop online retail solutions, alternative ticket types, mobile and fares capping technology.	Launch of new multi operator ticket scheme - Grasshopper took place on 8 May 2014. Full details on prices and coverage on grasshopperpass.com website. Grasshopper pass coverage extended to allow travel on multi-operator services over a wider area in 2015. From 22 Aug 2016 the Grasshopper ticket can be stored on a smartcard, making it Scotland's first means of smart multi-operator travel.	£4K in 22/23	Nestrans had agreed to contribute in 2022/23 along with both Councils, Stagecoach and First Aberdeen to marketing to advertise the smartcard. **New zones and prices came into operation from Monday 31 October 2022 that see the previous 6 zone structure reduced to 3 zones. Full details of new zone areas and adult and student day and week ticket prices can be found on the Grasshopper website.**	Nestrans contribution being used towards ongoing Grasshopper advertisement and marketing being led by Aberdeenshire Council Public Transport Unit.	↑
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.	**Consultation with Community Council and Local Members complete. Tender to be issued by end Nov 2022.**	↑
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. **This has been signed by the supplier and awaiting confirmation of deliver, although anticipate all products being delivered by mid Feb 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 is being progressed. The procurement has been approved by Aberdeenshire Council, with the award report awaiting approval and contract terms and conditions being finalised.**	↑

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RTS actions	Project/Action	Progress	Budget	To be done	Target	
		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. **The procurement has been approved by Aberdeenshire Council, with the award report awaiting approval and contract terms and conditions being finalised.**	↑
		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 January 2023. Electrical disconnection completed at 2 sites required. Contractor completed detailed assessment of sites.**	**One site requires a new concrete base and impact this may have to cost and timescale being investigated. If significant impact it will be swapped for an alternative site on replacement list and moved to the programme for a future year.**	↑

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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 be delivered by both public sector and bus operator partners. Corridor studies, in line with the	Wellington Road multi-modal corridor study	Nestrans commissioned a pre-appraisal that was completed and published in 2015. ACC commissioned the STAG part 1 initial appraisal that was completed in 2018. Aecom again appointed to undertake STAG part 2 detailed appraisal following competitive tender. Paramics Discovery micro simulation model developed by Aecom and audited by Stantec who also used it for the transport links to Aberdeen South Harbour Stag part 2 study.	Being funded via Aberdeen City Region Deal	Final appraisal complete and reported to Board on 10 Nov 2021. ACC CGR Cttee approved progression of recommended hybrid package and referred recommendation "to progress outline design, route option assessment and Outline Business Case as soon as funding and resource is identified" to the budget setting process. City Region Deal Joint Committee on 10 June 2022 agreed to business case development for specific junctions on the A956 Wellington Road corridor which interface with External Links to Aberdeen South Harbour project.	**Nestrans approved an application for access to data from the ASAM19 strategic model by the consultants working for ACC to undertake the DMRB Stage 2, Stage 3 and Outline Business Case work for the External Links to Aberdeen South Harbour project**	↑
	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. **Transport Planning Objectives reviewed and submitted to TS. Awaiting feedback.**	↔

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

Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
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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. **Feedback on TPOs received and being discussed.**	↑
		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	Jacobs appointed. 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.	**Detailed appraisal ongoing and expected to go to Gateway review in early 2023.**	↑
		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 received feedback from Transport Scotland on Case for Change and considering response to this in partnership with Aecom.**	↑

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		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. **Preparatory works for the procurement of consultancy support to progress the project towards an Outline Business Case underway**.	↑
		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.	**Comments returned on draft options appraisal report and discussed with consultant to finalise work. ACC to report findings to the Net Zero, Environment and Transport Cttee in March 2023.**	↑
		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. **No further progress to date.**	↔

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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 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 region to access the mainline bus	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. Aberdeenshire Project's Team are currently working on the Refuge Island Crossing and New Lighting Design.**	**There is a high risk that major works will not be progressed this financial year and that the funding will be requested for carry forward to next year.**	↔
	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. **AC Legal Team to complete the necessary title examinations & searches for the land requirements by the end of November. On receipt of their report and subject to their findings, next stage would be for Property to carry out land negotiations.**	**Legal Team are optimistic that the land acquisition can be concluded prior to March 2023.**	↑
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 traffic from city routes …	... 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 been held and work underway.	**Nestrans approved an application for access to data from the ASAM19 strategic model by the consultants working for ACC and the forecasts will be used to update the microsimulation City Centre model for this study.**	↑

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RE 4: Support Aberdeen City Council in the delivery of a Low Emission Zone in Aberdeen City Centre with the primary focus to reduce levels of vehicle emissions that are harmful to human health.	Low Emission Zone (LEZ)	The Scottish Gov announced a commitment to introduce LEZs into Scotland's 4 largest cities by 2020 although indicative extended timeframe of Feb - May 2022 now earliest realistic period due to Covid . An LEZ Project Group (including Nestrans) has been formed. ACC awarded S Gov funding to assist in LEZ development and to upgrade the City Centre micro-simulation model. Systra appointed. Nestrans budget contribution approved for modelling of LEZ options with City Centre Master Plan interventions in place to aid further development of options.		LEZ made and came into effect on 30 May 2022, with enforcement to commence on 1 June 2024. **ACC has established the locations for the LEZ signage and has funding from Transport Scotland for the sign design and implementation and the implementation of the enforcement camera system.**	**ACC officer discussions are taking place within the Traffic Management, Street Occupations and Enforcement teams regarding the installation of the signage and enforcement camera system.**	↑
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 is being recharged to the Aberdeen City Region Deal. Further details in separate report on agenda.**	↑
RE 8: Work to ensure full decarbonisation of council, car-club, taxi and	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 expire at the end of the calendar year, so the warranty and maintenance agreements will be purchased in December and the Sim agreements extended.**		↑

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other community planning and Getabout partner vehicle fleets within the period of this Strategy, with significant progress by 2030.	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. **Contractual discussions are re-commencing with Connected Kerb who was originally issued the contract for the EV charge point in Balmedie, along with sites at Inverbervie and Peterhead that were being funded by Transport Scotland.**	£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 has been prepared and will be issued in November. Discussions ongoing 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.	↑
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	**Getabout autumn/winter festive and road safety campaigns underway** with digital screen and static adverts booked throughout the NE 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).	**New Radio advert and graphics being used for the 'Be Bright at Night' campaign to improve road safety during the darker nights. Digital promotion of the winter road safety campaign also booked through the Press & Journal.**	↑
BC 2: Continue to use the Getabout sustainable travel brand to promote cultural and behaviour	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 broadcast on Original 106fm and has been licensed to Northsound (with ACC funding the adverts on Northsound).**		↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
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BC 3: Encourage and support more organisations to develop and implement travel plans, including workplaces and schools across	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 = **£16.8K**	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 .		↑
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 Tyred n Cranky for funding to support free E-bike and E-cargo bike trials for individuals, families and businesses in 6 communities across Aberdeenshire and meeting to be arranged to discuss proposals.**	Details regarding applications for the two Sustainable Travel Grant schemes on Nestrans website. Case study information also added to website. **Details of recently approved grants given under individual project updates elsewhere within this report.**	↑

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BC 6: Continue to support and promote shared transport initiatives, including Car Sharing, Car Clubs and bike hire schemes as useful tools to encourage behaviour change.	Aberdeen Car Club	Aberdeen first launched a car club on 2 April 2012 which, under previous supplier Co-wheels, saw it become the first car club in Scotland to introduce electric vehicles and the first in the world to trial hydrogen vehicles. Although no longer the main contract supplier for the City Council, Co-wheels will continue to operate car club vehicles in Aberdeen. Nestrans has agreed budget in 22/23 for car club bay implementation.	£5K in 22/23	Following a tendering process ACC announced that Enterprise has been chosen to run the Car Cub service, bringing members access to over 30 cars across the city in designated car club bays and also access to their vehs in more than 180 UK cities. The service launched on 1 June 2022 and the contract will last for an initial 3-year period, with the option to extend for up to a further two. Members can book a car, via an app or the internet and are charged on a pay-as-you-drive basis. Enterprise will also provide ACC employees with managed pool cars for work purposes	**Nestrans budget to be used for works that will take place between Dec and March to replace broken, damaged and incomplete signage of 6 bays, to create and sign two new bays (including the cost of the Traffic Road Orders) and re-do the lining for up to 17 other existing bays.**	↑
BC 9: Utilise increased access to data and enhanced digital capabilities to improve	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. **Evaluation complete and necessary replacement products being ordered.**		↑
BC 10: Enhance data gathering, including conducting a region-wide travel survey to provide comprehensive data on how	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	**Bid submitted to Paths for All through the Smarter Choices Smarter Places Open Fund for £50K match funding has been approved. Brief was issued to tender on Public Contract Scotland using the Scotland Excel Framework lot 2 with a closing date of 18 November.**	**Three tender submissions received and quality evaluation underway by assessment panel, who will meet to discuss and agree scores on 30 Nov.**	↑

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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 baseline from which to monitor delivery of the RTS.	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)	Jacobs appointed following competitive tender to help 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.	**Baseline information being gathered and requested data from the strategic model ASAM19 has been provided. Draft baseline assessment report being completed and meeting arranged for 5 Dec to present baseline findings and discuss emerging options towards achieving the national target.**	↑
	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 now reinstalled following repair. Required battery changes completed. Replacement Pyro sensor for Parkway 2- East of Gordon Brae/Parkway Roundabout installed.**		↑

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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.	**Brief for consultancy support to undertake the review was issued on PCS using the Scotland Excel framework. Closing date for tenders to be returned was 29 November and five submissions received. Assessment of the returns to be undertaken on a 80% quality/ 20% price basis as set out in the mini-competition terms within the brief.**	↑
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.	**Meeting scheduled between AC officers and Aecom on 24 Nov 2022 to discuss Levelling Up Fund commission.**	↑

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RD 5: A92 Blackdog to Stonehaven route action to deliver safety and operational efficiency improvements including at Bridge of Dee, improvements on Wellington Road,	Bridge of Dee	STAG part 2 assessment reported to ACC's CHI on 24 Jan 2017 and is published on ACC website. Agreed to review concepts after the opening of the AWPR to enable any changes in traffic patterns to be accurately assessed and for the indicative costs being brought up to date. Option of a 4 lane rather than a 6 lane bridge considered, but based on modelling predictions of significant congestion it was agreed not to progress investigation into 4 lane option further.	£72.8K in 22/23 (all c/f from 21/22)	Brief being developed for consultancy work to undertake further investigation of the options developed through the Bridge of Dee Stag Part 2 following the settling of traffic patterns after opening of AWPR.	Awaiting completion of ASAM strategic transport model. **ACC has advised that there may be a risk to progressing this project this financial year due to lack of resources and other staff priorities.**	↓
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.	**Installation began week beginning 31 October 2022 with all cameras expected to be installed in early November. Commissioning of cameras to then take place.**	↑
RD 10: Monitor and alleviate pinch points on the network to improve journey reliability where appropriate and in line with sustainable travel and investment hierarchy.	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. **Delivery of equipment expected by end Nov and installation to be arranged.**	↑

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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 in the central reservation were completed in November.**	**Due to winter weather risks, only preparatory works being undertaken at present with full works commencing mid March and request for carry forward of some of the budget will be required. Exact forecast for 22/23 to be prepared.**	↑
		Trunk Road Network maintenance - The preferred bidders have been named for two improved road maintenance contracts in the north of Scotland. The North West unit will be operated by BEAR Scotland Ltd, while the North East Unit will be run by Amey OW Ltd.		The new contracts, worth more than £1.27bn in total, will begin on 16th August 2022. They will run for at least eight years, with a potential extension of up to four years.	**Amey launched the NE Winter Service Plan on 4 November for NE trunk roads and this will be in operation until 15 May 2023 with a winter service fleet on standby 24hrs/7 days per week.**	↑
	b) Climate change adaptation and mitigation;			**Deadline for Climate Change Reporting for 2021/22 by Nestrans is end of November 2022. Proposals were reported to Board in October and response will be submitted by the deadline.**		↑
FR - Facilitating the movement of freight						
FR 1: To continue to facilitate a North East Freight Forum to provide a voice for freight	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.		Officers' Freight Working Group met on 29 October to discuss national and regional responses to freight issues.	**Plans for a Freight Forum Meeting in early 2023 being developed.**	↑

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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 comp**etition using the Scotland Excel framework and following evaluation of submissions Aecom has been appointed.**	**Further details in separate report.**	↑
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).	**British Airways Cityflyer's new daily flights from Aberdeen to London City airport started on Tuesday 1 Nov and this winter service will continue until Sunday 22 Jan 2023.**		**Aer Lingus Regional, operated by Emerald Airlines, has also commenced their new daily flights from 30 October to Dublin.**	**AGS Airports Ltd, which owns and operates Aberdeen, Glasgow and Southampton airports, confirmed on 9 Nov that Andy Cliffe will succeed Derek Provan as chief executive officer.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
AS 3: We will work in partnership with Hitrans, ZetTrans, the Scottish Government and others to maintain and enhance lifeline maritime and air services serving Aberdeen and connections to Orkney and Shetland.	Scottish Ferry Services	Scottish Ferries Plan published December 2012 with strategic guidance for the provision of ferry services in Scotland through to 2022. Road Equivalent Tariff (RET) introduced on the Pentland Firth routes, whilst a variant of the scheme will be brought in on the routes from Aberdeen to Kirkwall and Lerwick. The proposals will see foot passenger fares cut by an average of more than 40%, whilst car fares will be reduced by an average of more than 30%. This will bring fares into line with those on the Clyde and Hebrides network. In June 2018, the Minister announced that they would be unable to implement the RET cut in fares on the routes to and from Orkney without the risk of a legal challenge.		The NTS2 Delivery Plan 22/23 states the draft Islands Connectivity Plan (ICP) will be published for consultation. This will replace, the Ferries Plan 2013-22. It will include objectives based on supporting delivery of NTS2 and the National Islands Plan, and develop proposals to meet those objectives which represent value for money. The ICP will be closely linked to the outcomes of the STPR2, in order to consider island connectivity more broadly, having regard to aviation, ferries and fixed links, and to connecting and onward travel	**On 7 Nov 2022 the minister for Transport announced that Northern Isles Ferry Fares would be frozen until end March 2023 and noted that in the longer term, the Islands Connectivity Plan will include a review of ferry fares, alongside the wider "fair fares" review, to ensure that their fares policy continues to address the needs of island communities.**	↑
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 (Aberdeen, Peterhead, Fraserburgh and	The Port of Aberdeen	Funding arrangements for Aberdeen South Harbour incorporated commercial borrowing from the European Investment Bank, and funding from the Aberdeen City & Region Deal. Construction contract signed with Dragados UK on 20 Dec 2016 for the £350 million project that will include 1,400 metres of new quay, with a water depth of up to 10.5 metres and create an additional 125,000 square metres of lay-down area. Quay names are to be Dunnottar the 400m east quay, Crathes the 175m south quay, Balmoral the 300m west quay and Castlegate the 540m north quay.		**More than 60% of Port of Aberdeen's £400 million South Harbour development is now operational, with the handover from construction to operations for Dunnottar, Crathes and Castlegate (East) Quays being completed at the start of Nov 2022. More than 25 vessels have berthed at Aberdeen South Harbour during a 'soft start' to operations which began in July. The Port has appointed Roddy James as its first Chief Commercial Officer to target growth and deliver operational excellence.**	**Castlegate (West) is scheduled to open in Dec 2022 and the remaining Balmoral Quay will be brought into service in Q2 2023, making Aberdeen the largest berthage port in Scotland.**	↑

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	
Macduff) and the Aberdeen Harbour expansion. We will continue to work with partners to ensure the transport needs and implications	Fraserburgh Harbour	The masterplan for the harbour has been completed and can be viewed on the Fraserburgh Harbour website. It provides a strategic framework for the physical development of the harbour over the next 20 years, to support growth in existing markets as well as facilitate access to new business.		**Fraserburgh Harbour has launched a new brand identity and website, designed to reflect the diversity and results of its business more fully. With this new development also comes a slight change in name, to Fraserburgh Harbour, rather than Fraserburgh Harbour Commissioners.**	**As part of the re-brand to modernise their identity, there is a new logo comprising four interconnected ropes to represent their four key business areas of fishing, renewable energy, vessel repair and commercial.**	↑
AS 5: We will work with Aberdeen International Airport and the relevant Harbour authorities to reduce their carbon emissions and to identify opportunities for the testing and roll out of new technologies to reduce carbon emissions from air and sea.	Reducing carbon emissions	The Scottish Government and Scottish Green Party draft shared policy programme agrees to actively enable the supply chain for the renewable energy sector, including support in the national spatial strategy for regional scale proposals for associated business and supply chain infrastructure, such as energy centres and port diversification		**Port of Aberdeen has been awarded more than £200K from UK Gov for the 'Port Zero' feasibility study, which is part of the Clean Maritime Demonstration Competition Round 2 (CMDC2) and will analyse future port power demands, assess low carbon energy sources for equipment (e.g., cranes, tugs, pilot boats) and quayside infrastructure, and help develop a roadmap to decarbonise port operations. The study is being delivered in partnership with Energy Systems Catapult, Connected Places Catapult and Buro Happold.**	**The Port is also partnering on the CMDC2 'Green Shipping Corridors' feasibility study led by ACUA Ocean, which has designed a zero-emissions vessel powered by liquid-hydrogen, capable of open ocean transits and transportation of a 4.5ton payload. The shipping study will develop a detailed project plan for the world's first hydrogen-powered crossing demonstration from Aberdeen to Norway in 2024, an economically important potential green shipping corridor route.**	↑

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	
		ZeroAvia, the leader in developing zero-emission solutions for commercial aviation, announced an agreement on 2 Nov 2022 with AGS Airports to explore the development of hydrogen fuel infrastructure, regulatory framework requirements and resourcing required for delivering zero-emission flights from Aberdeen and Glasgow airports.		**The team at AGS, which owns and operates Aberdeen, Glasgow and Southampton airports, will work closely with ZeroAvia's specialist airport infrastructure team to assess the opportunities for hydrogen production onsite, as well as exploring potential commercial routes.**	**AGS will also explore how hydrogen can be used to remove emissions across ground operations, further extending the impact.**	↑
RS - Road safety and casualty reduction						
RS 1: Nestrans will work with local authorities, Police Scotland and others through the Road Casualty Reduction Partnership	... to prioritise safety within transport policy and seek to achieve ambitious targets for reducing casualties and eradicating fatalities in our transport systems.	Road Safety North East Scotland is a partnership consisting of Aberdeen City Council, Aberdeenshire Council, Moray Council, NESTRANS, NHS Grampian, North Safety Camera Unit, Police Scotland and the Scottish Fire and Rescue Service, who seek to promote road safety and road casualty reduction across the North East of Scotland.		The RSNES Twitter account is: https://twitter.com/roadsafetynes	**The 22/23 winter road safety campaign "Be Bright at Night" has been launched and shared with several partners.**	↑
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	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, although an estimated £150K has been allocated for vehicle restraining systems.	**AC Local Roads are progressing with vehicle restraining system improvements across the Aberdeenshire area. Improvements to road network at bends where there is a higher risk of incident are also being progressed, with a list of sites priorities and interventions being developed.**	↑

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	
~~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.	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.	**Awaiting invoices for feasibility work**. No further spend anticipated in 22/23.	↓
	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.	**Awaiting invoices for feasibility work**. No further spend anticipated in 22/23.	↓
RS7: Nestrans will continue to engage with the public and other partners, including Road Safety North East Scotland, to raise awareness, educate and promote	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 Invoiced to date = **£6.5K**	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. **Campaign commenced and booked adverts in place.**	↑

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	
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 agreed in October. Job description with AC HR for grading.**	↑
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. **Next meeting of this group is on 29 Nov and workshops are being planned in 2023 to help partners identify future areas of focus and activity for the next five years.**	**The HTAP Annual Report text has been drafted and is now being designed. Full details in separate report on agenda.**	↑
	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. **Aberdeenshire Provost and Deputy Lord Lieutenant have accepted invitation from HTAP Public Representative to attend the presentations**	**Deadline for nominations has been extended to 1 Dec with the awards event held on 9 Dec.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
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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 support for transport to health services, including support for community transport	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 was held on 1 Nov 2022 and attended by 60 people.** The speaker was Dr David Walsh of the Glasgow Centre for Population Studies. **The HTAP Programme manager presented a paper on Health & Transport partnership working in Grampian at the Scottish Transport Applications and Research (STAR) conference in Glasgow on 2 Nov.**	**The HTAP Programme manager will be attending the Energy and Transport event organised by Fittie Community on 17 Nov.**	↑
HE 5: Work to develop active travel routes which link local communities to green networks and open spaces as part of a high quality and safe active travel network and to support both mental and physical health (see actions under 'increasing the number of people travelling	Sustrans NHS Workplace Engagement Officer	An officer has now been recruited by NHSG/Sustrans to engage with NHS staff on benefits of active travel in the workplace and at home. They will link to the wider work of measures delivered using £850K Spaces for People funding previously awarded to NHSG. Post 100% funded by Sustrans in 21/22, then 50% funded in 22/23 and 23/24 with match funding being split 66% NHSG and 33% Nestrans	£12.5K in 22/23 as Nestrans contribution to post.	They will gather baseline data and use this to target programmes, and investigate barriers to active and sustainable travel and develop a wider Active Travel Strategy. NHSG's workplace engagement officer is continuing to deliver internal NHS staff engagement and promotion of active travel. **To date this has included cycle counts, step challenges, workplace commuter challenges, Bike for a Bite lunches, and cycle maintenance checks. There has also been a staff travel survey, development of the Bicycle Users Group (BUG) and creation of Twitter and Facebook pages to showcase the project.**	Travel plans being developed for four NHSG sites being produced by Travel Know How. **The officer is also looking at how active travel can be embedded into NHS Grampian's staff induction.**	↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
people travelling actively for health and the environment for more detail).	HTAP Spaces for People Knowledge Share	Various colleagues from partner organisations liaise on the SfP funding awarded to NHS Grampian and wider SfP measures.		Through funding from Spaces for People NHSG has improved cycle parking, provision of e-bikes for staff and other improvements on the estate, including rest points.	**A path between ARI and Woodhill House has now been constructed and opened**	↑
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 benefit those who have mobility ...	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.	**Technical support now available via AC's Projects Team. Quotations for each element of the improvement works is being sought and reviewed with a view to completing the procurement process by mid Dec 2022**	↑
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. **Broad Street has been closed in both directions outside Marischal College for the Winter Festival from 4 Nov 2022 to 8 Jan 2023 and details of diversions for affected services during this period are on bus operators websites.**		**In response to the consultation by First Aberdeen on the proposed removal of some services, changes will be introduced from 11 Dec to maintain access to Kirkhill Ind Estate at peak times on weekdays by modifying some Kincorth to Dyce services (17K) and a schooldays only service (32) will be introduced to/from Oldmachar Academy between Dubford, Sheilhill and Danestone to align with school entry and exit times.**		↑

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Policy Headings RTS actions	Current Actions/ Progress			Future Actions/ Progress		Status
	Project/Action	Progress	Budget	To be done	Target	
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 nearing completion and data files provided to auditor to enable audit to start. Systra aim to complete model development report for client review by 9 Dec. ASAM19 data being provided for a number of studies that have been commissioned by Nestrans and ACC.**	↑
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 Invoiced to date = **£50K**	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.	**The consultation by ACC on the Aberdeen Beachfront Development Framework and Strategic Environmental Assessment closed on 24 Oct. The feedback is currently being reviewed.**	↑

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 5: Work with our partners to communicate the vision and overarching ambition for our places, particularly our city and town centres and ...	.... in line with existing plans such as the City Centre Masterplan, to build support and understanding for the actions that will be needed in terms of traffic management and reprioritisation of road space to more active and sustainable modes.	The Scottish Government and Scottish Green Party draft shared policy programme agrees the National Planning Framework (NPF4) will embed the concept of 20 minute neighbourhoods to strengthen community resilience, reduce carbon emissions and reduce the need to travel by improving local liveability and well being.		The NTS2 Delivery Plan for 22/23 states that In 2022, we will consult on draft statutory guidance, and subsequently put in place new duties, to prepare Regional Spatial Strategies which will in turn coordinate with Regional Transport Strategies. The new spatial strategy also sets out an approach whereby future places, homes and neighbourhoods will be better, healthier and more vibrant places to live, by reducing the overall volume of travel by building quality places that work for everyone through the concept of 20-minute neighbourhoods.	**The Revised Draft National Planning Framework was laid in the Scottish Parliament on 8 Nov 2022 for approval along with an Explanatory Report that outlines the changes from Draft NPF4 to the Revised Draft. NPF4 must be approved by the Scottish Parliament before it can be adopted by Scottish Ministers. The first iteration of the NPF4 Delivery Programme has also been prepared.**	↑

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

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 8 December 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.

2.2 A draft Consultation response is attached to this report as Appendix A. Among the key points that have been included in the response are:

- The importance of multi-year funding streams,
- The need for capital *and revenue* funding to be made available,
- While national direction and impetus are welcome to enable change, more funding, resources, training and staff at a local level will be key to delivering change,
- Increased support for local authorities,
- An increasing role for the part played by regional transport partnerships such as strategic routes, regional promotion and coordination.

2.3 Above all, effective partnership working, community planning, including public health in messaging, supported by bold, imaginative decision making will be key to help transform how we move around our communities in the coming years.

3. Strathclyde Partnership for Transport – Draft Regional Transport Strategy

3.1 Strathclyde Partnership for Transport (SPT) which is the Regional Transport Partnership for the West of Scotland, published its Draft Regional Transport Strategy for public consultation, earlier this year. A copy of the draft strategy is available here. The public consultation for this strategy closed on 28th of October 2022. A report will be brought back to update the Nestrans Board once their new strategy is finalised.

3.2 The strategy portrays the challenges for the west of Scotland post-covid clearly, whilst also recognising opportunities arising from a policy context focussed on reducing social inequalities, improved health and environmental outcomes, and as well as economically important regional connections. In many ways, these also reflect the key messages contained in the Nestrans RTS.

3.3 One area of work being pursued by SPT which is of particular interest is how they are considering options for future governance of their regional network, including the opportunities provided by BSIPs and/or franchising. Relevant work has also been

undertaken at a regional level on regional active travel network development. Through the RTPs network, officers will continue to engage with officers of SPT to enable sharing of good practice.

4. South East of Scotland Transport Partnership – Final Draft Regional Transport Strategy

4.1 Sestran is the regional transport partnership for South East Scotland, covering the local authority areas of Fife, Clackmannanshire, Falkirk, West Lothian, City of Edinburgh, Mid Lothian, East Lothian, and Scottish Borders. The Sestran board approved a final draft RTS for submission to Scottish Ministers in September 2022. Whilst set in the context of South East Scotland, many of the transport themes and policy ambitions are shared with the Nestrans area.

5. Every journey makes a difference: How we can support people to switch how they travel, Stagecoach, November 2022

5.1 On the 15th November at the Bus Partnership Fund Working Group meeting, reference was made to a Modal Shift research study that Stagecoach had commissioned. A copy of the paper is available here. The focus is UK-based with a quantitative survey carried out – "4,282-sample representative survey of UK residents who have a car and live 15 minutes or less in walking distance from a public transport stop, such as a bus/tram stop or a train station". This quantitative data is supported by an English case study with a mix of urban experiences and rural experiences - Oxford City and Oxfordshire. This makes it a useful document to gain some information from due to the mix of urban and rural experiences discussed, which can relate to the north-east of Scotland context. In the paper it assessed what journeys people were willing to change from car-based travel to alternative modes and the following results were found:

- **School run journeys** - 58% open to change/24% not open to change (+34% net score),
- **Personal activity** - 51% open to change/29% not open to change (+22% net score),
- **Social** - 45% open to change/37% not open to change (+8% net score),
- **Commute** - 42% open to change/39% not open to change (+3% net score),
- **Shopping** - 37% open to change/47% not open to change (-10% net score).

5.2 These results are interesting as they show an openness to change in four of the five areas mentioned. However, the study also asks about measures for change which were the following - Low Traffic Neighbourhoods (LTN's), Clean Air Zones, road space reallocation, charging for parking at work, road-pricing where drivers have to pay per mile to use the roads and reducing car parking in towns. Only LTN's saw positive support (43% support/32% oppose), all the other measures had less support than opposition, with a reduction in car parking the highest level of opposition (20% support/61% oppose).

5.3 In summary, this study demonstrates support for encouraging a modal shift, however when implementing measures that change behaviour, difficulties may be encountered. Therefore, it is important to work with communities to generate an understanding of why measures are being implemented, mitigate any key concerns, and highlight the benefits they will bring. Stagecoach concludes their report by stating in their recommendations the following commitment - "Stagecoach is ready to help support the switch and work with government and local authorities to make it happen". Nestrans will continue to work with

Stagecoach and other partners through the North East of Scotland Bus Alliance to encourage modal shift in the north east of Scotland.

6. Recommendations

6.1 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 and approve the draft response contained as Appendix A to this report.
2. Note the publication of the draft Strathclyde Partnership for Transport Regional Transport Strategy
3. Note the publication of the final draft of South East of Scotland Transport Partnership Regional Transport Strategy
4. Note the findings from Stagecoach's report "Every Journey makes a Difference".

Rab Dickson
Director

Report Prepared by: KW, AK, JB 29 November 2022

Appendix A

Draft Nestrans' Response to Consultation on Transport Scotland's Cycling Framework and Delivery Plan for Active Travel in Scotland

Framework and Delivery Plan Purpose

The Cycling Framework for Active Travel sets out our strategic priorities and shared actions to maximise cycling's contribution in realising the Scottish Government's long term Vision for Active Travel in Scotland: That Scotland's communities are shaped around people, with walking and cycling the most popular choice for everyday short journeys.

The top priority for the achievement of our vision is for the delivery of more dedicated, high quality, safe cycling infrastructure, effectively resourced, where fair access is ensured and uptake is supported with training and education.

1. **Do you agree with the above statement of strategic priorities for driving the development of cycling for transport in Scotland?**

- *Yes*

Active travel is important for many communities and for a long time it has not been seen as a priority. To increase the threshold of regular active travel users, a drive must be in place to create a positive environment for it, for all members of society and cycling is a large part of any active travel plans.

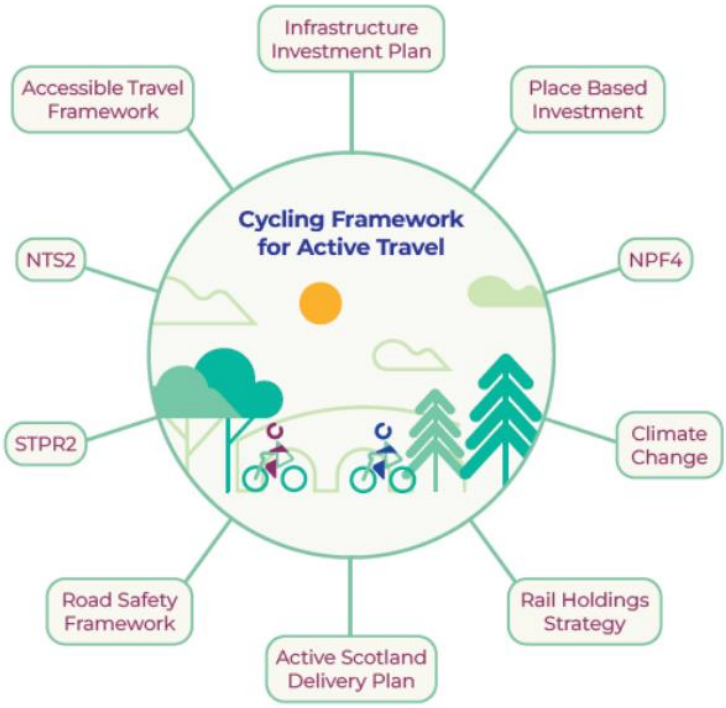
However, whilst this is a step in the right direction things could still be included to add depth. Firstly, much more importance needs to be placed here to emphasise that, to support the delivery of this priority, reference should be made to the health, environmental and societal benefits that cycling provides:

- *Increased physical activity & increased psychological well-being lessens impact on NHS,*
- *Reduces risk of severe illnesses/ life-affecting reduction in harmful vehicle emissions,*
- *Adds value to place-making,*
- *Lessens cost of living crisis,*
- *Connects people to nature/countryside,*
- *Supports local businesses and high streets.*

In addition, it is suggested that Transport Scotland amend the sentence in the vision to read 'That Scotland's communities are shaped around people <u>not motor vehicles</u>…" While not arguing with the overwhelming evidence around dedicated, segregated infrastructure, it is important to both manage expectations that infrastructure cannot be installed on every road or on every street. Any physical mechanisms need to be supported by a cultural shift, through national and local leadership, with heightened awareness and education.

Furthermore, the most important 'everyday, short journey' for much of our society is the journey children undertake to and from school. National implementation of school streets would reinforce the importance of the wider changes to our road network, more reallocated road space, more dedicated, segregated infrastructure.
While fair access is mentioned, it should be reinforced here that it is important to turn around the imbalance in those cycling so that more women, children and ethnic minorities can be encouraged to cycle, together with more freely available adapted bikes for use by those less mobile or able.

Strategic Policy Links



2. **The diagram above sets out how the Cycling Framework is aligned to the wider policy context. Do you agree that this captures the key policy linkages and/or should any policy areas be added or removed?**

- *No*

The strategic policy links shows a level of depth of policy that you will find regarding transport in Scotland. STPR2 is especially key to highlight in relation to improvement in cycling due to the increase in priority that it gives to all elements of active travel. It is also good to see the inclusion of Place Based Investment as improving cycling infrastructure could have a significant impact on specific locations.

However, the development of cycling policy constitutes the need to recognise the local, regional and national picture and the role that scale plays in development. Therefore, the regional transport strategies set out by the regional transport partnerships, alongside the local transport strategies set out by the councils. Whilst remembering that NTS2 is part of recognising the role of scale in transport improvements.

In addition, the Cycling Framework doesn't just sit in a hierarchy of active travel documents, it is directly linked to our National Outcomes under the National Performance Framework, the Programme for Government and A Route Map to achieving a 20% Reduction in Car kilometres by 2030, Public Health – A Fairer, Healthier Scotland, The Positive Contribution of Physical Activity and Sport to Scotland, Air Quality - Cleaner air for Scotland: the road to a healthier future.

Delivery Plan - Strategic Themes

Safe Cycling Infrastructure	**Effective Resourcing**
Deliver dedicated, high quality cycling infrastructure suitable for all Embed cycling in the design and maintenance of our places and communities and prioritise user comfort and safety	Provide long-term funding and resourcing for the delivery of infrastructure and supporting behaviour change programmes, informed by local transport strategies Promote and support innovation across the sector
Fair Access	**Training & Education**
Increase equity of access to cycles and cycling opportunities Ensure modal integration across the transport network including adapted and non-standard cycles, e-cycles, cargo cycles and cycleshare	Ensure new infrastructure is supported by inclusive promotional programmes, cycling training and other complementary initiatives Provide opportunities for all to learn to cycle from an early age into adulthood
Network Planning	**Monitoring**
Prioritise investment based on local transport strategies Map existing and planned networks to identify gaps and improve consistency of quality and implementation	Expand monitoring networks and align monitoring at local and national levels Embed learning in future investment decisions

3. **Six strategic themes have been identified based on stakeholder feedback, as above. These themes illustrate the overarching approach for cycling for transport in Scotland. Do you agree with these strategic themes as priority areas for action in this framework?**

- *Yes*

The six strategic themes that are identified cover the range of issues that underpin the improvement needed in cycling, for both current and future adopters. Increased equity mentioned in fair access is important to highlight and should be emphasised further than currently is, as it should be remembered alternative bikes are available for those with physical impairments. Furthermore, what underpins all of the above is the need for strong communication between parties, to improve and increase efforts to meet the ambitions within these six strategic themes.

Delivery Plan - Safe Cycling Infrastructure

The Delivery Plan has been developed using the information gathered through the evidence base review, from stakeholder engagement and the Cycling Action Plan Scotland (CAPS) review.

The result is a series of actions for each of the strategic themes that have been identified in the Framework. The Delivery Plan outlines the actions that will be delivered during the timeframe of the Framework and identifies the stakeholders responsible for delivery, acknowledging that partnership working is essential to achieve our vision. The Delivery Plan distinguishes between short term actions that can be delivered quickly or where substantial work is already underway, medium term actions that will be delivered within the life of the framework and aspirational actions for the longer-term.

Delivery Plan - Safe Cycling Infrastructure

Action	**Lead Delivery Partner**	**Supporting Delivery Partner(s)**	**Short, Medium or Long Term**
Work with local authorities on creating active travel strategies to prioritise investment in the creation of a dense, coherent network of connected cycling infrastructure in every town and city that is segregated from traffic and integrated with public transport	Local Authorities	Transport Scotland, Sustrans, Regional Transport Partnerships (RTPs), ScotRail, Network Rail	Medium
Remove barriers to the fast implementation of cycling infrastructure, including through changes to the Traffic Regulation Order (TRO) process, and support the use of temporary and trial schemes	Transport Scotland	Society of Chief Officers of Transportation in Scotland (SCOTS), Local Authorities	Short
Make it safer to walk, cycle and wheel across and along the trunk road network, both where it passes through towns and villages and where it links two or more settlements	Transport Scotland, Operating Companies	Local Authorities	Short

Use the Scottish Government's compulsory purchase reform programme to consider whether powers to acquire land for the purposes of cycling infrastructure are fit for purpose	Transport Scotland, Scottish Government		Medium
Provide ongoing development and governance of co-produced design guidance, including mitigation of unintended impacts on vulnerable road users and that infrastructure is suitable for non-standard cycles	Transport Scotland	SCOTS, Sustrans	Short
Develop a national approach to the creation of quiet road/cycle friendly roads in rural areas with everyday journeys prioritised	Transport Scotland	RTPs, Local Authorities, Sustrans	Medium
Update design and asset management guidance to enable national, consistent principles of infrastructure	Transport Scotland	SCOTS, Sustrans	Long
Engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries	Sustrans, Local Authorities	Local Authorities, Freight Transport Association (FTA)	Short

Support communities to close roads to allow for community events such as Play Streets and Car Free Days and to transition successful schemes to more permanent arrangements	Local Authorities	Transport Scotland, Sustrans, Living Streets	Medium
Support the various deliverables set out in Scotland's Road Safety Framework 2030 under its Active and Sustainable Travel Strategic Action, ensuring that road safety remains a key focus of active and sustainable travel in Scotland	Transport Scotland	Police Scotland, Local Authorities	Long

4. **Do you have any comments on the substance of the delivery plan actions in this section?**

In all of the actions, the following points are of critical importance; much more direct reference needs to be given to what the timescales actually mean. There is no indication as to what short, medium or long-term are defined as. These need to be defined in order for this to be accurately described as a delivery plan, otherwise the timings are open to interpretation. Similarly, much more thought needs to be given to who all the lead and supporting partners are. The list, as is, seems to be hurriedly thrown together.

In the first action it is highlight the need to work with local authorities in the development of active travel strategies. This will require the need for leadership from the local authorities, so that the ambition for cycling nationally is met with the same level of intensity locally. It is important for local authorities to step up to the challenge and see the potential for new strategies within their region to increase cycling and in-turn benefit other active travel elements.

*More focus needs to be on the content of these strategies. Many local authorities currently have an active travel strategy, however the evidence of their streets is that none really prioritise active and sustainable travel BEFORE all other modes, as in the '**sustainable travel hierarchy'**; which as was first mentioned in the National Transport Strategy, January 2016 and was included in the National Transport Strategy 2, February 2020 and is now part of the Road Hierarchy in the Highway Code.*

The first bullet point mentions 'the creation of a dense, coherent network of connected cycling infrastructure in every town and city that is segregated from traffic and integrated with public transport'. Plusnet, Amsterdam's network planning tool that has been used to develop the Dutch network of cycle routes over many years, states the contrary; "assuming the main

cycling network should be made up of separate cycle paths by default is a common mistake. Many of the best and busiest cycling routes …. do not have separate cycle paths. If only a few cars use the road and speeds are controlled, cyclists and cars can share the road".

Segregation in places, particularly heavily-trafficked sections, is absolutely vital. However, it is naïve to infer, as the document does, that protected infrastructure can be implemented on every street. It cannot and does not need to. It is the Scottish Government's intention during the course of this parliament to revitalise local communities through development of 20-minute low-traffic neighbourhoods, places where "people can have their needs met locally within a 20-minute walk from their homes, reducing emissions and encouraging active travel". In the majority of residential streets, if these principles were to be followed, segregation should not be specifically required.

5. Do you have any comments on the agencies identified to lead and support these actions?

It is positive to see the collection of agencies that have been identified across the range of actions. Alongside those that have been mentioned it could be emphasised further the role of business and the private sector in delivering Safe Cycling Infrastructure. The aim – "engage the business sector to embed active travel in wider corporate culture including through the use of cargo cycles as the normal choice for local deliveries" is an example of how private sector organisations could be key agencies. The possibility of partnerships between private sector organisations could be part of this to increase bike use across a supply chain and cargo cycles being used for 'last mile' services. Therefore, businesses should be part of this delivery process as they understand the demands and what it could take. RTP's should also be delivery partners for strategic routes that cross local authority boundaries.

6. Do you have any other comments in this section of the delivery plan?

The push for accessibility is key in the push for safer cycling infrastructure and the point that highlights the need for infrastructure to be suitable for non-standard cycles is key. To think of bike hire schemes across the UK not enough are considerate of this need and it is a potential opportunity in which Scotland could lead the way. This lack of visibility means that whilst infrastructure should be built to accommodate non-standard cycles, currently the use of them in society is not being maximised. If we are to truly embrace and showcase the need for cycling to be fully inclusive, events such as The Para-Cycling World Championship events on the road and track in Glasgow in 2023 could be an opportunity to further promote non-standard cycles and the need for them to be much more freely available.

Delivery Plan - Effective Resourcing

Action	**Lead Delivery Partner**	**Supporting Delivery Partner(s)**	**Short, Medium or Long Term**
Review options for multi-year, long-term funding for infrastructure and behaviour change programmes where appropriate	Transport Scotland	RoadSafety Scotland	Medium

Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	Transport Scotland		Medium
Ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately	Local Authorities	Sustrans, Regional Transport Partnerships (RTPs), Transport Scotland	Medium
Work with manufacturers, social enterprises and industry vocational partners to increase cycle and cycle parts production and recycling in Scotland with a focus on green skills and materials research and development	Transport Scotland	Energy Savings Trust (EST), Cycling UK, Scottish Credit and Qualifications Framework Partnership, Cycling Scotland, Scottish Enterprise	Medium

7. Do you have comments on the substance of the delivery plan actions in this section?

The action "ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately" is important. To apply this to the financial resource, this is about it being shared out fairly across Scotland having less focus on funding projects in areas in and around the central belt.

The recognition of funding for multi-year projects is encouraging to see, as this will allow all agencies to push forward with plans, encouraging all to be ambitious on what they can deliver. This will help to maximise the opportunity for behaviour change due to the significant shift that could be made within a local area. The evidence of recent years, particularly with the increase in funding, is that single-year funding does not suit any of the parties involved, from the funder, the recipient or sub-contractors. In fact, we consider it inaccurate to refer to them as single-year, as by the time monies are awarded, some of the year has already passed. Funding should also be for both capital and revenue, so that dedicated active travel staff can be employed and trained to deliver active travel projects in the medium to long term.

8. **Do you have any comments on the agencies identified to lead and support these actions?**

The action: "ensure the appropriate level of resource is in place to develop and deliver active travel strategies ensuring that cycling for transport is prioritised appropriately" is going to be difficult without multi-year funding and that funding to be both capital and revenue. The lead delivery partner is noted as local authorities which again means that ambition must be present within the local authority to push for more projects. Furthermore, in some areas a car is still a necessity for many, especially in rural areas and some citizens will be worried about the reallocation of road space to cycling and active travel especially if it impacts on vulnerable groups.

Therefore, it is important to get bodies that represent vulnerable groups involved in the delivery so that any planning does not impact any vulnerable groups in society negatively. With the increasing demands and pressures coupled with the many responsibilities placed on their staff, all of whom are working to local elected member direction, it remains to be seen how both resourcing levels and the work that they are focused on, will be prioritised as per this action.

9. **Do you have any other comments in this section of the delivery plan?**

The production and recycling of cycle parts is a strong action that is highlighted in this section. The supply during Covid could not keep up with demand and therefore prices for all parts were rising significantly. Therefore, getting on top of this demand is important and the recycling is especially positive, as by recycling parts you are limiting the use of new raw materials, which is good for the environment. Furthermore, this could be vital to those citizens who are financially vulnerable as it will give them an opportunity to keep their bike maintained in a cost-effective way and that will keep them safe on the road.

Delivery Plan - Fair Access

Action	**Lead Delivery Partner**	**Supporting Delivery Partner(s)**	**Short, Medium or Long Term**
Expand access to cycles, including adaptive cycles, e-cycles and cycle share	Local Authorities, Transport Scotland	Active Travel Delivery Partners	Short
Review funding criteria to ensure that fair access is appropriately weighted and improving accessibility is given an appropriate level of priority	Transport Scotland and Sustrans	Local Authorities	Medium

Improve quality and level of service of carriage of bikes on trains and require rural and island bus services to carry cycles, where appropriate	Transport Scotland	RTPs, Local Authorities, ScotRail, Bus Operators	Medium
Support cycling journeys to and from public transport hubs as part of a multi-modal journey	Sustrans, Local Authorities	ScotRail, Network Rail	Medium
Provide a free bike to all children of school age who cannot afford one	Transport Scotland		Short

10. Do you have any comments on the substance of the delivery plan actions in this section?

The portability of a bike is underutilised in Scotland. The action to "improve quality and level of service of carriage of bikes on trains and require rural and island bus services to carry cycles, where appropriate" is encouraging. New infrastructure projects should recognise the role that active travel and cycling has in the integration of transport modes. Therefore, seeing that Bus Operators and ScotRail are listed as agencies for delivery as it is their vehicles that will need to accommodate further bike storage is positive.

As things stand, in the area we cover, standard non-folding bicycles cannot be carried on buses used by the main bus operator for one of our local authorities. Their policy states that folding bicycles can be accommodated but would not be allowed onboard "if there isn't enough space on the bus or when the folding bicycle could make the inside of the bus or its seats dirty". So multi-modal trips are not easily accommodated currently.

With regards to stimulating behaviour change, the action to give free bikes to those children facing financial hardship could have an impact on their relationship with cycling throughout their lifetime. It is the ability to provide this fair access which will allow as many children as possible to start to build a positive relationship with cycling as part of their mobility. Thought also needs to be taken on storage of these 'free bikes' as well as training.

11. Do you have any comments on the agencies identified to lead and support these actions?

It is noticeable for the last action of "free bikes to children of school age who cannot afford one" does not have any listed agencies identified apart from Transport Scotland. Therefore, it is important to highlight the role of RTP's, local authorities, community planning partnerships and community groups could have in achieving this action. Community groups and local government officers that work with our poorest communities have the contacts that will be needed to reach those who would benefit most.

12. Do you have any other comments on this section of the delivery plan?

Fair Access as mentioned in Safe Cycling Infrastructure includes an aim of increasing cycle use beyond that of the conventional bicycle. This will mean that more people will feel included in discussions around cycling which is good to see.

Delivery Plan - Training and Education

Action	**Lead Delivery Partner**	**Supporting Delivery Partner(s)**	**Short, Medium or Long Term**
Provide a comprehensive cycle training offer for all life stages, including learning to ride in pre-school, learning to ride on-road through school bikeability training, and for adults of all ages, including cycle awareness training	Transport Scotland, Cycling Scotland	Education Scotland, Local Authorities, Sustrans	Short
Use the Cycling World Championships (CWC23) to inspire people, especially young people to cycle	CWC23		Short
Promote the new Highway Code and implement requirements for cycle training	Transport Scotland	Local Authorities, Cycling Scotland, Road Safety Scotland	Short
Provide local authorities with resources, including guidance and best practice examples, to enable effective local community engagement	Transport Scotland	Sustrans, Cycling Scotland, Local Authorities	Short

Develop a long-term communication plan that represents cycling as something that anyone can do, including with assistance/adaption and is a transport mode that brings many benefits to Scotland	Transport Scotland	Scottish Government, Active Travel Delivery Partners	Medium

13. Do you have any comments on the substance of the delivery plan actions in this section?

An infrastructure first approach is strong, but to maximise the benefits of new projects, training is an important element. Therefore, this section is encouraging to see with actions that tackle cycling education for both children and adults. Building this training from the new highway code is positive for cycling and for driver safety. Many cyclists are also still drivers and by providing training to new cyclists based on the highway code, this could positively impact how they think about other road users while driving.

Training, both for children and adults, is vital in order to help more people consider cycling. Cycle awareness training, for professional drivers, should be encouraged and become part of continuous professional development for bus drivers, taxi drivers, drivers of local authority and health trust vehicles. By doing so, it would encourage third sector and private business to follow suit.

14. Do you have any comments on the agencies identified to lead and support these actions?

It is important in training to talk to community groups especially ones who are interested in cycling. Often, they provide rides and services that can help new cyclists feel confident, particularly when riding in a group. Therefore, they should be included in the delivery and local authorities should communicate and advertise the work that these groups are doing to help generate more cyclists in their local areas.

15. Do you have any other comments on this section of the delivery plan?

Possible exploration of having Youth Travel Ambassadors in schools as is being used in educational facilities in some areas in the UK may be something that could be included here. As a student at a school with an interest in transport, they will be equipped to give agents the thoughts from the perspective of a user in the education system.

Delivery Plan - Network Planning

Action	Lead Delivery Partner	Supporting Delivery Partner(s)	Short, Medium or Long Term
Produce active travel strategies for each local authority area, setting out plans to improve active travel networks and facilities to 2030 Strategies should be in line with regional transport strategies, include detailed mapping and use an evidence-led approach to network planning	Local Authorities	SCOTS, RTPs, Sustrans, ScotRail	Medium
Produce digital active travel mapping ('a network blueprint') for Scotland, which is informed by local authority transport strategies	Transport Scotland	RTPs, Local Authorities, Active Travel Delivery Partners (ATDPs), ScotRail	Medium
Work with other policy areas to introduce localised active travel networks as part of a larger package - e.g. local development plans - to create efficiencies	Local Authorities	ScotRail, Network Rail	Medium
Support the travel demand management measures aligned with the national 20% car km reduction route map	Transport Scotland	Local Authorities	Short
Review how active travel/cycling schemes are appraised – broaden the benefits to include social, economic and equality benefits	Transport Scotland		Medium

16. Do you have any comments on the substance of the delivery plan actions in this section?

The action: "produce digital active travel mapping ('a network blueprint') for Scotland, which is informed by local authority transport strategies" should go further than just mapping and should also include regional transport strategies. It would be useful for videos to be produced of a typical cyclist using the route to show what it is like travelling on it. This gives potential new riders who are sceptical of their safety a real-life perspective of what it should be like. Furthermore, these videos could be useful in attracting tourism as those both potential visitors from both within and outside of Scotland could see what it is like and would want to come experience it for themselves.

17. Do you have any comments on the agencies identified to lead and support these actions?

The action: "work with other policy areas to introduce localised active travel networks as part of a larger package - e.g. local development plans - to create efficiencies" should involve the RTP's as part of delivery. Transport is a personal experience and within the RTP's there are individuals who understand their regions and cross border routes. Therefore, these individuals will be equipped with the personal experience to know where cycling networks could make a difference to people and their communities, particularly what obstacles are currently present in some areas and what could be done to remove these.

18. Do you have any other comments on this section of the delivery plan?

The need to promote cycling and active travel is going to be vital in achieving the 20% reduction in car kilometres. It would be useful to highlight the four pillars in the route map set out by Transport Scotland, particularly switching modes, and living well locally as these two are going to be important in the drive to get more cycling in communities especially on journeys of 5 miles or less.

Delivery Plan – Monitoring

Action	**Lead Delivery Partner**	**Supporting Delivery Partner(s)**	**Short, Medium or Long Term**
Expand and where possible align monitoring and reporting of cycling levels at local, city, regional and national level and share learning	Transport Scotland	Local Authorities, RTPs, Cycling Scotland, Sustrans,	Short
Continuously monitor and evaluate the impact of active travel investment and embed learning in future investment decisions	Local Authorities	ATDPs, RTPs	Short

Conduct research on the social, environmental and economic factors influencing network planning, for example pandemic recovery and climate change impacts	Sustrans		Medium

19. Do you have any comments on the substance of the delivery plan actions in this section?

Management of data is something that in the transport sector is becoming increasingly important. It is important that GDPR is followed but the shared learning could prove vital especially in scenarios that could be similar to other local communities, e.g., an isolated rural village. Furthermore, with active travel receiving a significant boost in funding, it is understandable that monitoring will have to go up to increase scrutiny on investments. However, it should not be underestimated the value of this data in understanding what works and what does not in local, regional, and national investments.

20. Do you have any comments on the agencies identified to lead and support these actions?

It is important for RTP's to work together to ensure that the monitoring process covers trips that meander between regions to understand cycling travel patterns fully. Furthermore, RTP's across Scotland should communicate with one another to highlight significant stories of note in order for fellow RTP's to recognise possible investment opportunities for their regions.

The action "conduct research on the social, environmental and economic factors influencing network planning" is stated as the lead delivery partner being Sustrans, who are probably not the organisation to lead on this. Local authorities often already have planning and information research teams collecting this data as part of their local development plans etc. It is important that research is conducted at a local or regional level to ensure that local issues are not missed. In addition, it would be beneficial to use the local universities to facilitate some of this work due to their considerable experience in conducting research projects.

21. Do you have any other comments on this section of the delivery plan?

Qualitative data collection is key in the research that is advocated in the actions. The need to understand personal reasoning for travel behaviour in a localised environment is key as we need to know what the barriers are currently. In turn this could help shape what decisions are made to try and address these problems. To think about pandemic recovery, there was a significant boost in cycling because of the pandemic, so people are willing to cycle. However what impact is the return to normal traffic levels having on this willingness to do so.

<u>Active Travel Transformation Project</u>

In the 'Bute House Agreement' between the Scottish National Party and the Scottish Green Party in 2021, it was agreed that at least £320m or 10% of the total transport budget will be allocated to Active Travel (AT) by 2024/25. There is consensus that existing AT delivery models will not be scalable, nor in many cases suitable to meet the ambition of this new budget.

An Active Travel Transformation Project (ATTP) has been set up to assess the current delivery model and inform and implement a new delivery model for the future of AT. The primary objective of the ATTP is to maximise the opportunities in AT delivery in the short-term (2022/23) and medium term (2023/24-2024/25), to deliver the most effective and efficient achievement of AT outcomes.

Working closely with AT delivery partners, the ATTP is being delivered in two phases. Phase one focuses on evaluation and evidence gathering. This phase aims to assess the existing active travel delivery model by identifying constraints and opportunities. Phase two will use this evidence to develop and prioritise proposals for changing the delivery model.
The ATTP will culminate in December 2022 with a report to the Minister for Active Travel which will provide evidenced proposals for holistic changes to AT delivery in Scotland.

As part of the ATTP we are considering different models of incentivisation, evaluation and monitoring for local authorities.

To what extent do you agree with the following statements:

22. For large infrastructure projects, conditions of funding should be delivery on agreed targets for: timescales, expenditure and meeting project objectives.

- *Strongly Agree*

Timescales are important as they give a plan for projects, and it is important to set targets for communication reasons and financial reasons. Communication reasons as it is important when talking to the general public to be able to say what the vision is, beyond an idea in the sky. For financial reasons as it is important to set out expenditure and it is impossible to do this effectively without a timescale in place of when things are going to happen. This gives clear indication of when money is needed and will make it clear in funding how budget will be used providing transparency throughout. Again, multi-year funding and both capital and revenue funding is required in order to deliver these projects.

23. In order to ensure maximum value for money and impact, active travel funding in the short term should be prioritised for those local authorities with the greatest capacity to deliver, with capacity building support offered to those with the least.

- *Disagree*

It is not right to only target those areas who have seen funding or have had the capacity to apply or implement projects for cycling and active travel. All areas need funding to build their capacity which requires time to recruit and train staff. The ability to make a big difference gives the ability to tell positive stories of how actions that are taken have had a significant impact on citizens' lives. It is powerful to share stories of individual empowerment to highlight what is possible and why funding cycling projects is important. The focus should be on supporting local authorities who have not been able to attract Government funding, to redress the historic imbalance whereby a small number of local authorities are receiving a huge majority of funding.

24. Future funding for active travel infrastructure should include a mechanism for re-distributing investment from local authorities unable to deliver to agreed standards and timescales.

- *Agree*

As has been mentioned in previous answers, the leadership that is needed in local authorities is at the heart of improving cycling/active travel at a local and regional level and therefore at a national level as well. It is vital that if standards and timescales are not meeting the necessary demands, then investment should be distributed to other agencies that can help to drive forward things in the short term to make sure projects do not stall. But standards should be flexible and pragmatic enough to recognise that one size does not fit all and there is a big difference between what is right for an urban and rural environment.

Impact Assessments

As part of the development of this policy framework, and to comply with our statutory obligations, a number of impact assessments have been carried out. These impact assessments are currently in the draft - or pre-screening - stage and are available to read alongside the framework and delivery plan.

The impact assessments that have been carried out are: Social and Equalities Impact Assessment (SEQIA), Business Regulatory Impact Assessment (BRIA), and Island Communities Impact Assessment (ICIA).

In order to inform the next phase of the development of the framework and delivery plan we welcome your comments on the draft impact assessments.

25. Do you have any comments on the draft Social and Equalities Impact Assessment? (22)

The Social and Equalities Impact Assessment is good at highlighting both problems and opportunities that the actions produced could create, the following three comments are worth making.

- *CI.6 & CI.8 recognise the demands of the blind and partially sighted population, when creating new infrastructure, which can disrupt their known behaviours. Therefore, it is important to do as much as possible in a scenario to make sure that new areas are safe spaces for those with a visual impairment, especially in the dense urban areas where this will be particularly important in order to keep blind and partially sighted citizens safe.*
- *The colour code on CI.13 is wrong, it has been put down as minor negative but is shaded in light green so this should be amended. However, the points made in the section are valuable as safety in rural communities is something that has to be addressed sufficiently.*
- *FA.2 highlights the potential of improving fair accessibility to areas of deprivation to have access to cycling opportunities. It is good to see it highlighted that 40% of low-income households in the UK have no access to a private vehicle. For those that do have access in low-income households, it can be a necessity but a significant financial burden. With the current cost of living, it is important to do as much as possible to increase cycling opportunities for the most financially disadvantaged in our societies.*

26. Do you have any comments on the draft Business Regulatory Impact Assessment? (23)

The draft Business Regulatory Impact Assessment is detailed and explains well the possible implications of the new framework and delivery plan. Three points that are notable are:

- *The framing of cycling infrastructure as a market is intriguing and is a unique way to talk about future plans. This change of language implies more as a business opportunity rather than one simply of getting more people cycling in our villages, towns, and cities.*
- *The recognition of the role and potential negative impact on the bus sector is good to see, especially around smaller private companies which may be the lifeblood of communities. It is important that they get the support they need to help keep them going whilst also supporting them to be part of a more integrated approach with cycling and active travel in the communities they serve.*
- *The impact that new infrastructure could have on tourism is a positive too. It would be interesting to build on this and find out what is needed to make places attractive to visit for those who are thinking of having a cycling holiday in Scotland.*

27. Do you have any comments on the draft Island Communities Impact Assessment? (24)

The Island Communities Impact Assessment is strong in highlighting the benefits and concerns that could be felt across Scotland within the context of our Island communities. Whilst also highlighting specific benefits and concerns that are unique to Island communities such as the following three examples which are worth discussing:

- *CI.7 is a strong point as it highlights the benefits that could make a difference for those living in the Isle of Skye. The ability to include more cycle network could have a positive impact on tourism to the Isle of Skye.*
- *FA.3 is good as it recognises the importance of local bus networks to island communities. It mentions how there is a need to consider impact on passenger capacity on busy routes at the same time. Therefore, it is important to support small private operators to help them benefit from increased provision for cyclists rather than feel overwhelmed, especially in tourism season.*
- *It is encouraging to see the recognition of the complex travel patterns that island communities have with reaching educational facilities. Perhaps increased emphasis could be made for multi-modal trips if that is possible in a scenario.*

About you

Please indicate how you wish your response to be handled and, in particular, whether you are content for your response to published. If you ask for your response not to be published, we will still take account of your views in our analysis but we will not publish your response, quote anything that you have said or list your name. We will regard your response as confidential, and we will treat it accordingly.

To find out how we handle your personal data, please see our privacy policy. By clicking submit you agree to our privacy policy.

What is your name?

Adam Kench

What is your email address?

Entering your email address allows you to return to edit your consultation at any time until you submit it. You will also receive an acknowledgement email when you complete the consultation.

AKench@nestrans.org.uk

Are you responding as an individual or an organisation?

Organisation

What is your organisation?

Nestrans

The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

- *Publish response only (without name)*

Information for organisations only:

The option 'Publish response only (without name)' refers only to your name, not your organisation's name. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Transport Scotland teams who may be addressing the issues you discuss. Theymay wish to contact you again in the future, but we require your permission to do so. Are you content for Transport Scotland to contact you again in relation to this consultation exercise?

- *Yes*

I confirm that I have read the privacy policy and consent to the data I provide being used as set out in the policy.

Ticked – I Consent

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 8 December 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

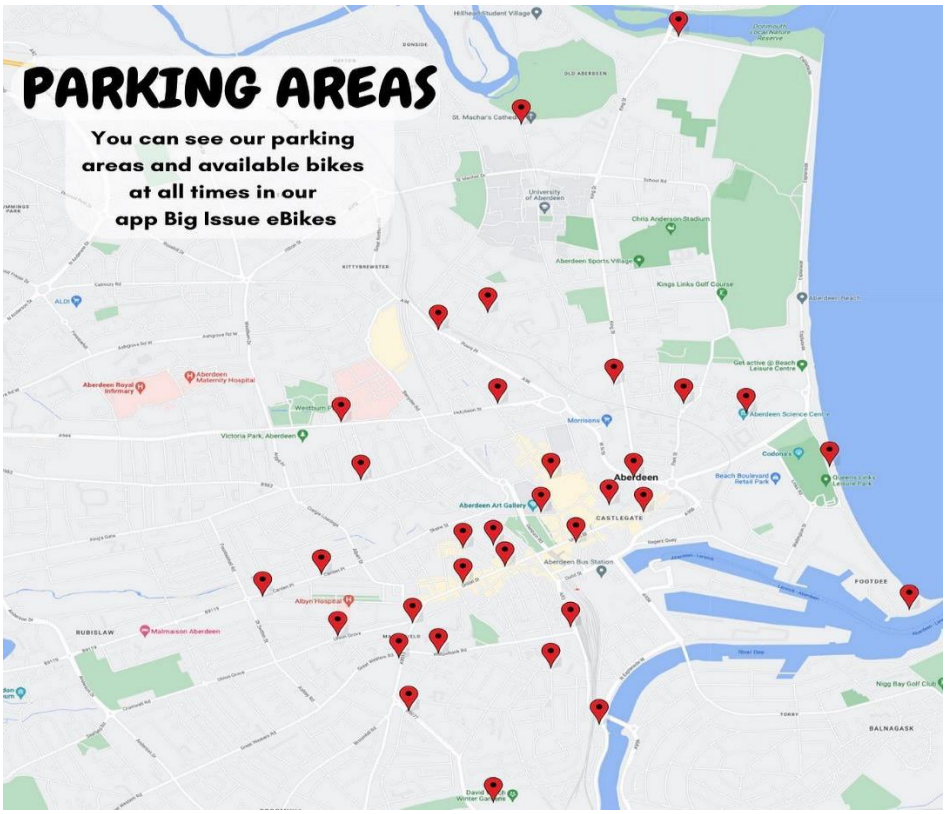
The Getabout and North East Scotland Road Safety Partnership "Be Bright at Night" campaign continues on radio, digital advertising with the Press and Journal and on Billboards and Bus Shelters across Aberdeen and Aberdeenshire. The campaign is aimed at raising awareness

of the need to wear bright and reflective clothing if out at night and for drivers to be more aware of vulnerable road users in order to reduce road casualties during the darker and longer nights.

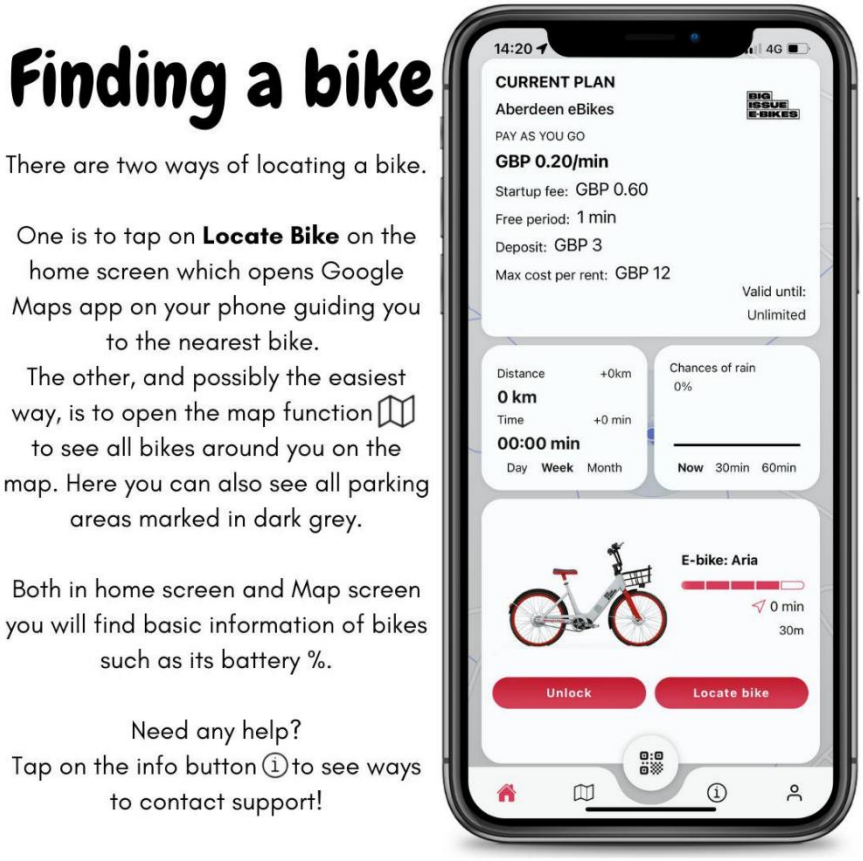
o Aberdeen City Bike Hire Scheme

The Big Issue E-Bike scheme launched in Aberdeen on the 9th of November 2022. To hire a Bike, users need to download the Big Issue Ebikes App on a smart phone.

Above is a photograph of some of the bikes outside the Art Centre. Locations of where e-bikes can be hired is shown below.



Full instructions on how to hire and use the bikes is available on the Big Issue EBike App available on the Google play or Apple App store. Below is a representative screenshot of what the App looks like in action.



Bike Recycling Scheme – North East Cycle Hub

As reported previously to Board, Nestrans has been successful in receiving extra funding from Transport Scotland for a number of active travel projects. One of which is a Bike Recycling Scheme. This project has now progressed and Gordon Rural Action, Stella's Voice and Angus Cycle Hub are now on board as partners to deliver this project for us. It is now called the North East Scotland Cycle Hub (so other partners can be added on in future).

The concept is that these organisations will upcycle donated cycles. This will be carried out by qualified Bike mechanics and a number of the upcycled cycles bicycles will be given free to people who need them, via a referral process, along with a helmet, lock, lights and information pack. Others will be sold via shops (and in future a website) at an affordable/reduced cost, to help maintain the project.

There are currently two development officers in place via Angus Cycle Hub. These officers will help set up agreements with additional partners, such as local authorities and other third sector organisations in order to receive donated cycles, set up standard processes and monitoring and help to make connections to refer the upcycled cycles to those in need.

We will keep the Board updated with progress as this project develops.

Recommendation

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

Report Prepared by
Kelly Wiltshire, Lucy Johnson,

November 2022

Appendix 1

Nestrans Communications Report

13 October – 29 November 2022

- **Nestrans Statements/News Releases**

Date	Details
November	News release for Aberdeen Rapid Transit, featuring quotes from Councillor Crawley and Councillor Hutchison. Follow up interviews/queries with Press and Journal, Northsound, Original 106, BBC Radio Scotland, That's TV and STV news.
November	Preparation of an article to feature in the December edition of the AGCC Business Bulletin.
November	Work on an article with Press and Journal to highlight the Be Bright at Night Campaign.

- **Nestrans News Coverage**

Date	Details
17.10.22 18.10.22 19.10.22	Press and Journal, Aberdeen Live and The Scotsman all cover the Ellon Park & Ride transformation. Councillor Crawley quoted as chair of Aberdeenshire's Infrastructure Services Committee, and Nestrans.
24.11.22	The launch of the Aberdeen Rapid Transit campaign results in the following press coverage: • STV Online • Grampian Online • Press and Journal, inc. online poll • Northsound 1 • Aberdeen Live • AGCC Morning Bulletin • Evening Express.

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 8 December 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.

3 Recommendations

The Board is recommended to:

1. Note the contents of Appendix 1

Rab Dickson
Director

30 November 2022

APPENDIX 1

o Recent and Forthcoming Conferences of Interest to Nestrans

Date	Location	Title	Organiser	Conf Cost (Excl. Vat)	Nestrans Attendees
Monday 31st October 2022	On-line	Zero Carbon Commuting	Mobility Ways	nil	Adam Kench
Wednesday 16th November 2022	COSLA, Edinburgh	Workshop - Leadership and engagement challenges for Active Travel delivery in Scotland	Scottish Government	nil	Rab Dickson

o Other Training

Date	Location	Title	Organiser	Cost (excl. VAT)	Attendees
Tuesday 8 and Wed 9th November 2022	On-line	Cycling by Design Training	Jacobs	nil	Kirsty Chalmers

o Presentations by Nestrans

Date	Location	Presentation Title	Organisation and Audience	Press Involvement	Presenters
Tuesday 13th December 2022	Online	'Be Bright at Night'	SCORSA Road Safety Hour presentation	no	Kelly Wiltshire

RD/ 30 November 2022

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 8 December 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:

- Presentation by Robert Andrew, Chair of North East Bus Alliance (Item 2);
- Bus Action Plan (Item 6.1);
- Health & Transport Annual Report 2021-2022 (Item 6.2).

Reports for Future Meetings

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

- Pensions Discretion (as discussed under item 3.1);
- Strategic Transport Fund update;
- Summary report on Park and Ride;
- ART Appraisal Outcomes;
- Multi-Modal Corridor Study Appraisal Outcomes;
- Nestrans Active Travel Action Plan including Governance.

Recommendation

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

Rab Dickson
Director

30 November 2022

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