nestrans

The transport partnership for Aberdeen City and Shireen City and Shire

North East Transport Consultative Forum

Thursday 9th February 2023

nestrans

The transport partnership for Aberdeen City and Shire

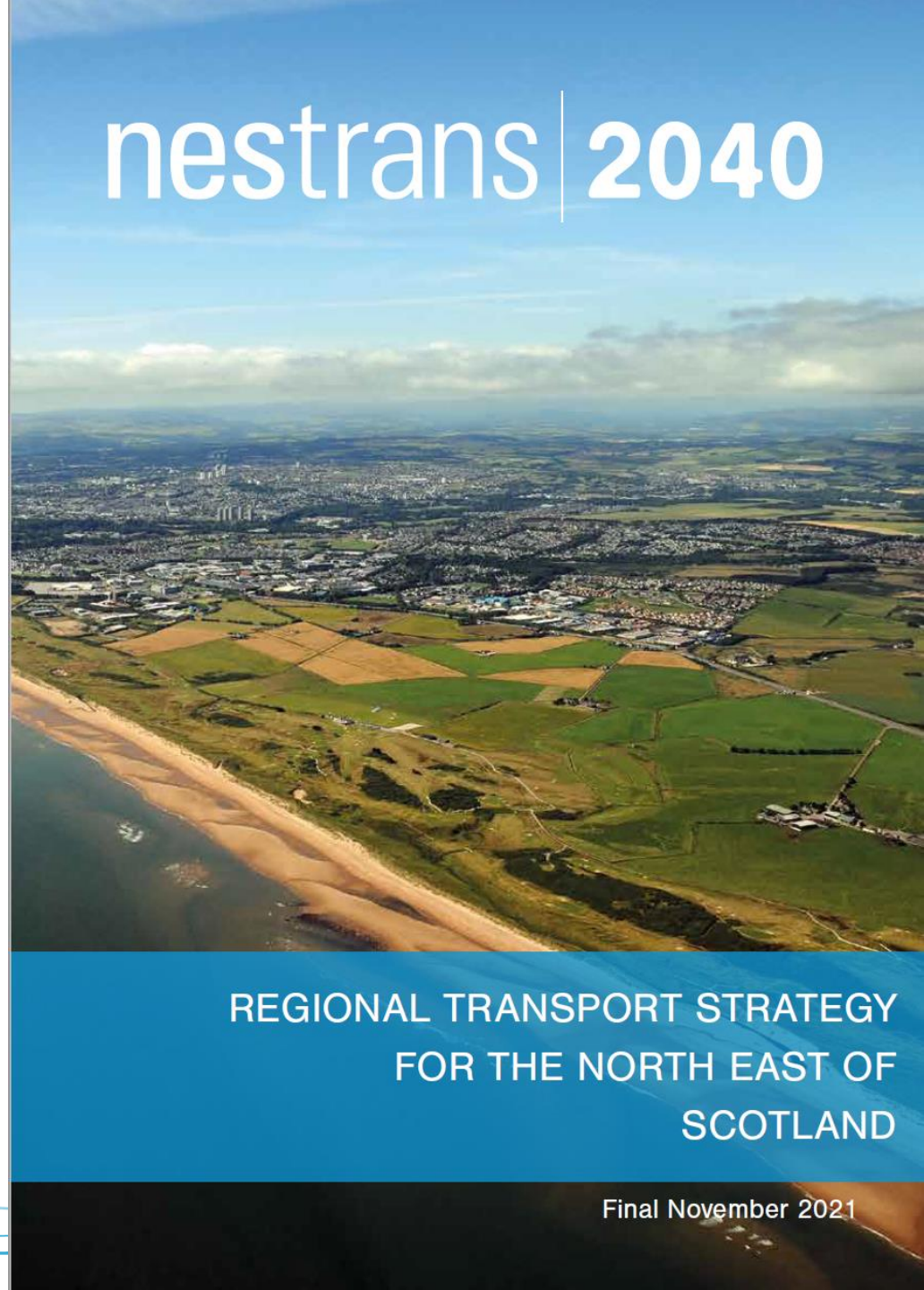
Agenda

1. **Introduction and welcome** – Rab Dickson, Nestrans Director
2. **Strategic transport update** – Kirsty Chalmers, Nestrans
3. **Scottish Government's traffic reduction target** – Tim Steiner and Caley McDowall, Jacobs
4. **Workshop discussion** – reducing car vehicle kilometres by 20%
5. **Plenary session**
6. **Wrap up and close**

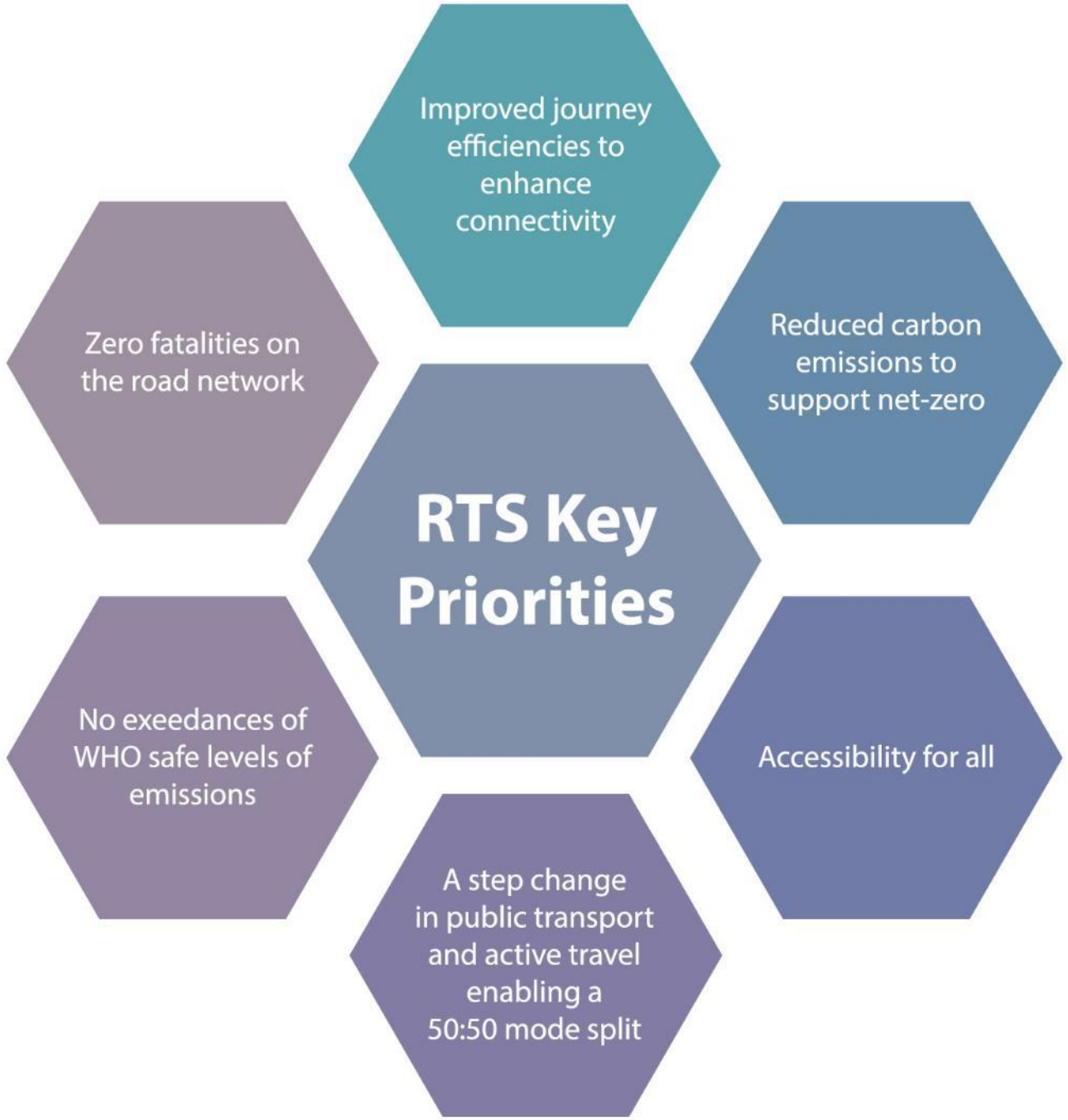
Nestrans 2040

The Regional Transport Strategy

- Draft RTS consulted upon – August-October 2020
  - NETCF met (virtually) in September 2020
  - Virtual exhibition August – October 2020
- Finalised in March 2021
- Ministerial approval and published in November 2021.
- Looking ahead to 2040 it presents a distinct shift in policy from the previous 2008 RTS and 2013 Refresh.
- Focus on making best use of existing infrastructure and far greater emphasis on climate change, equality, health and technology.

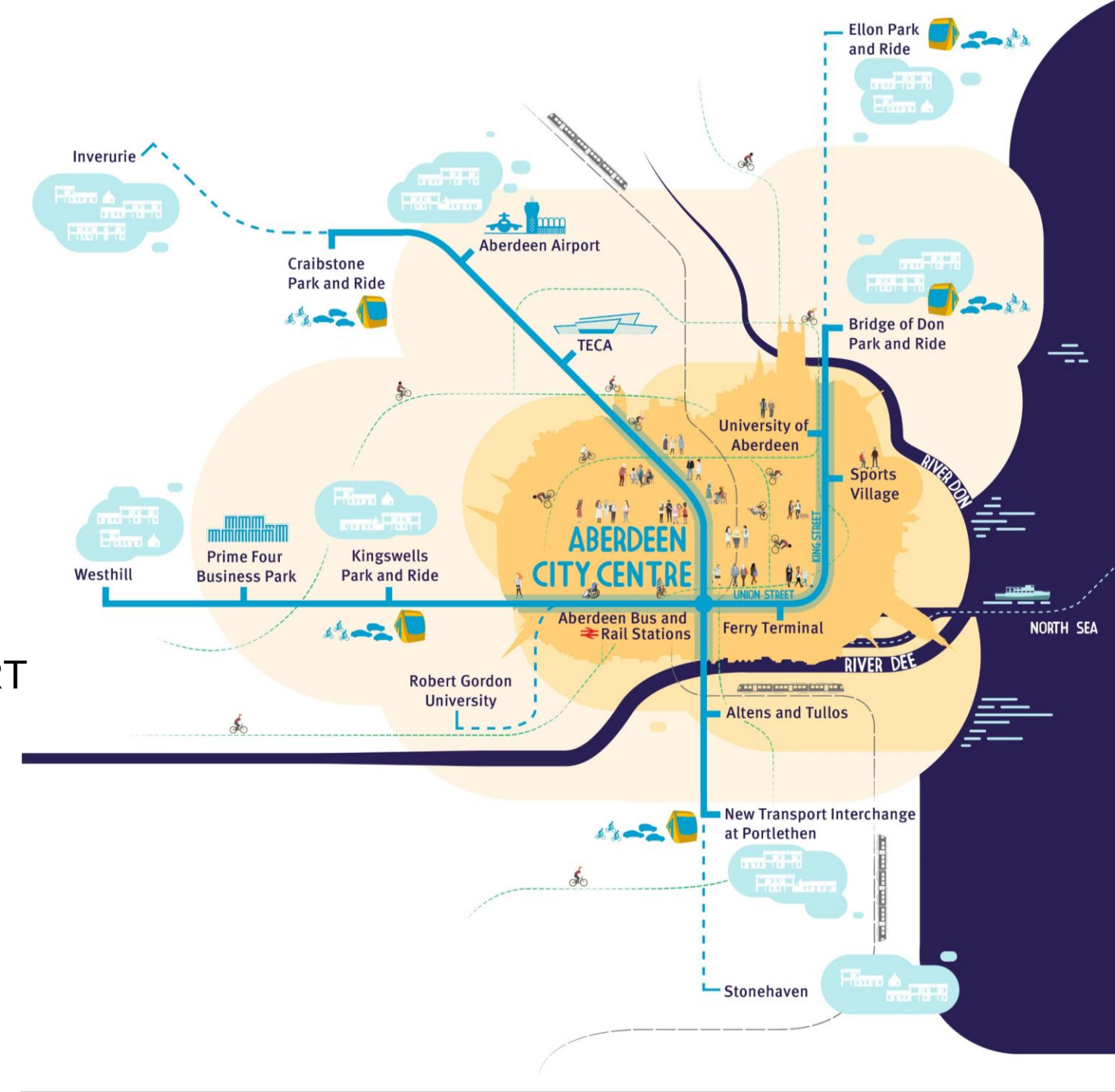


Our six priorities



The Vision for ART

- A flagship project of the RTS
- Vision document for ART published in 2021
- ART aims to provide:
  - A new and innovative public transport solution
  - Fully integrated with the wider transport network
- Vision is for a cross-city network of ART priority routes that connect people to:
  - Key education, employment, healthcare, retail and leisure destinations
  - Airport and rail station
  - City centre



Bus Rapid Transit

An appropriate solution for the north east

- A step change in mass transit provision appropriate to the size and geography of the region.
- Can be delivered quicker and more cost effectively than a tram.
- Retains flexibility within the network.
- Opportunity to speed up journeys through bus priority but also through off-bus ticketing and faster boarding and alighting.
- Improve the image of public transport.

What is Rapid Transit?

- High-capacity, high-quality public transport system
- Fast, frequent and reliable services
  - High segregation and priority
  - Multi-doors and off-board ticketing
- Accessible, affordable and easy to use
- Operate successfully in other cities across the world, including in the UK:
  - Belfast (Glider)
  - Bristol (Metrobus)
  - The West Midlands (Sprint)

Progressing from concept to delivery

£12 million from the Bus Partnership Fund to deliver:

Delivery of bus priority enabling works on South College Street	STAG and outline business case development for Aberdeen Rapid Transit	STAG and outline business case development for the city centre and radial corridors	Engagement, marketing and communications support
To facilitate bus priority in the city's central core of Bridge St, Guild St and Market St	Form of the network and deliverability and regulatory framework	Identifying bus priority measures (as well as active travel improvements) on which Aberdeen Rapid Transit will depend	To build awareness and understanding of the Aberdeen Rapid Transit project

Deliverability and regulatory framework

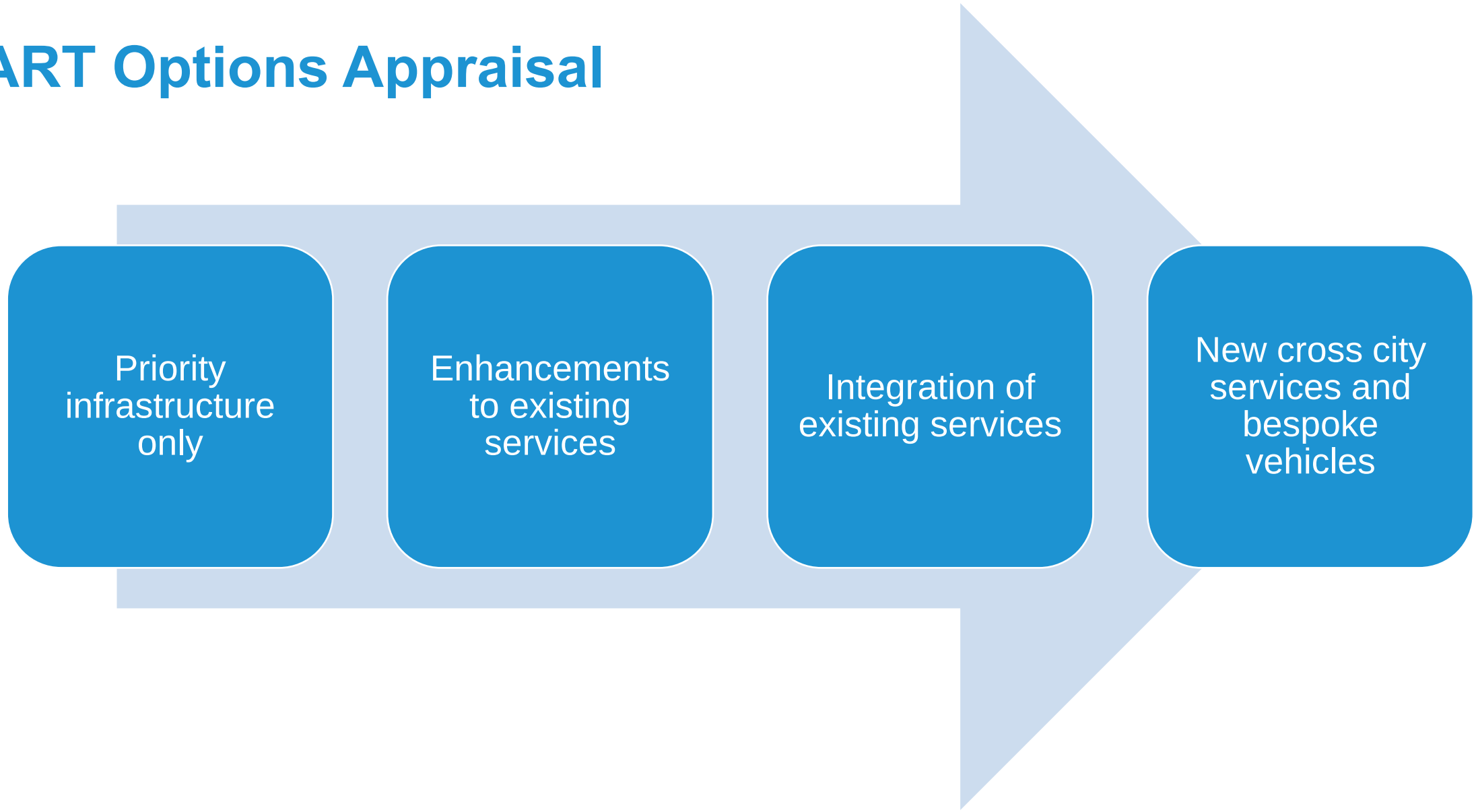
Bus Service Improvement Partnership (BSIP)

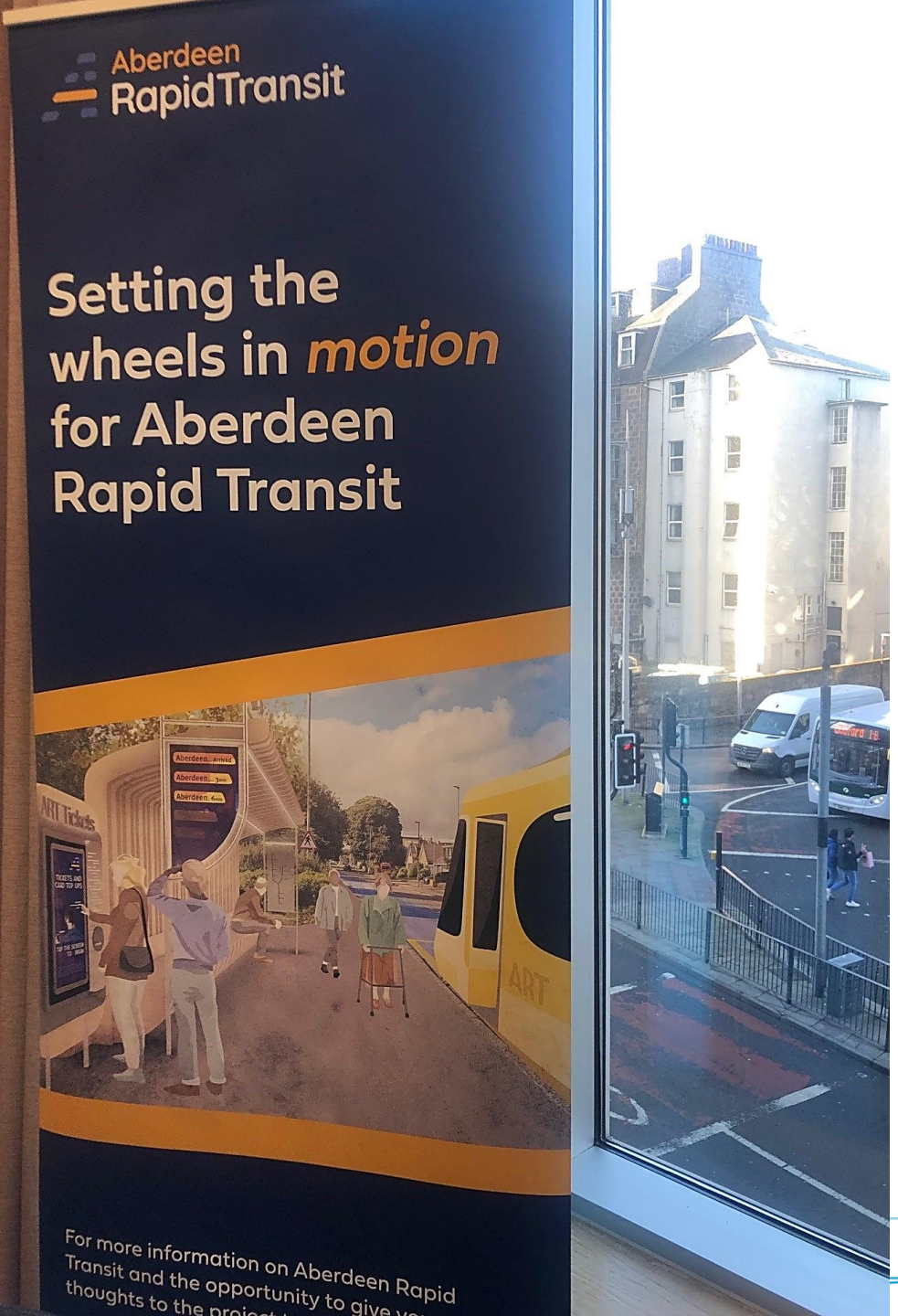
- Facilities and measures to be provided by the local authority e.g infrastructure.
- Service standards for local bus services.
  - Frequency / timing
  - Vehicles
  - Maximum fares
  - Ticketing
  - Pricing on multi-operator travel cards
  - Information provision
  - Service change dates
- A good fit for the delivery of options unlikely to cause significant changes to revenue on existing services or significantly impact on existing operators' commercial businesses.

Franchising

- Network and services defined by the local transport authority.
- Commercial decision making, service planning and revenue risk all pass to the local transport authority.
- Operators become contracted suppliers.
- This would represent a fundamental change in bus service planning and delivery within the area.

ART Options Appraisal

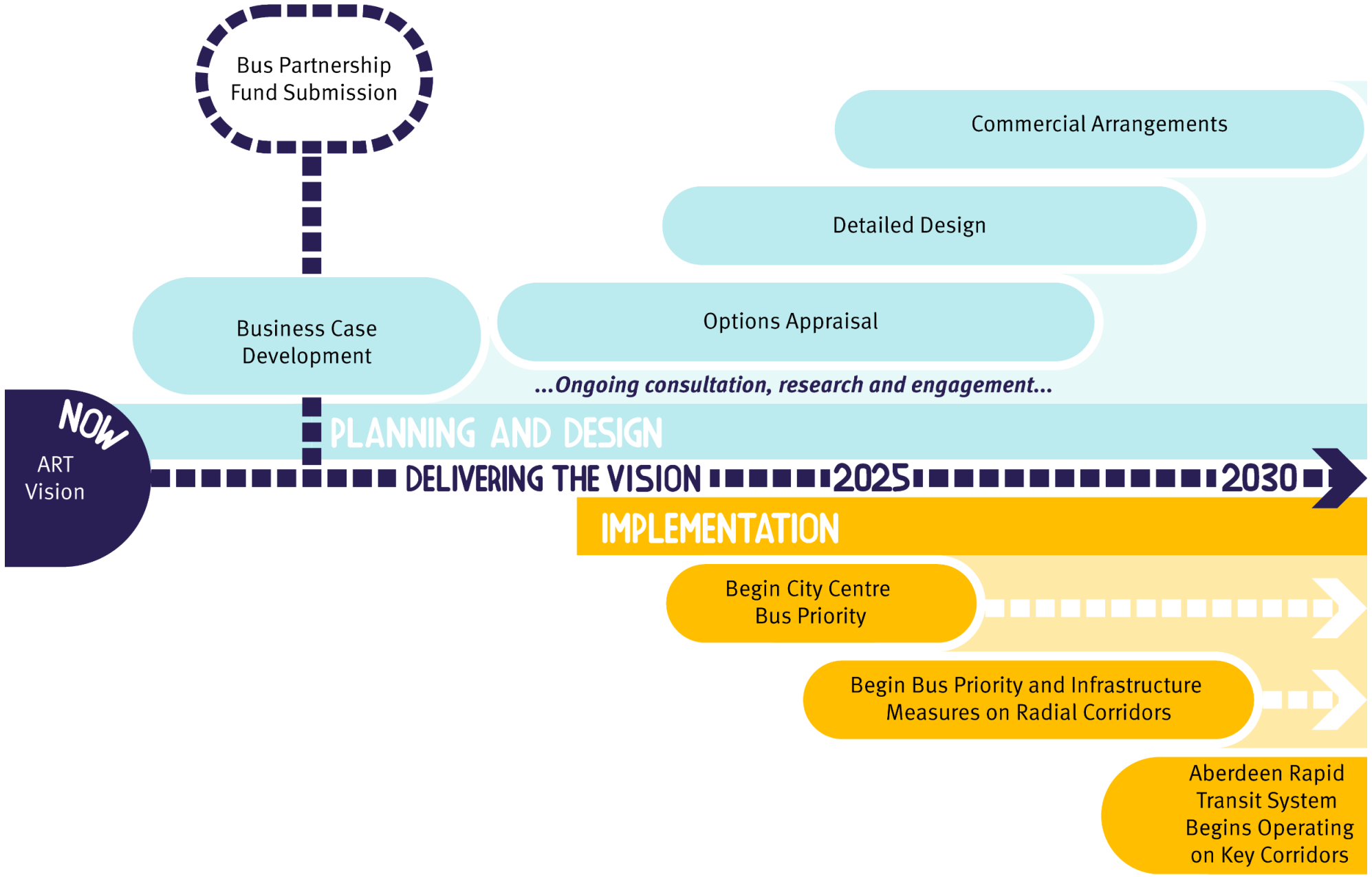




Engagement, marketing & communication

- Build awareness and understanding of ART and its benefits.
- Build a groundswell of support.
- Gain buy-in from elected members.
- Build the brand identity and make it visible.
- Encourage views and discussion to inform development.
- Minimise risk by proactively identifying and addressing concerns.
- Protect and enhance the reputation of the partners
- Support the timely and smooth consenting and delivery of ART.

Delivery timeframe



Government's 20% Traffic Reduction Target

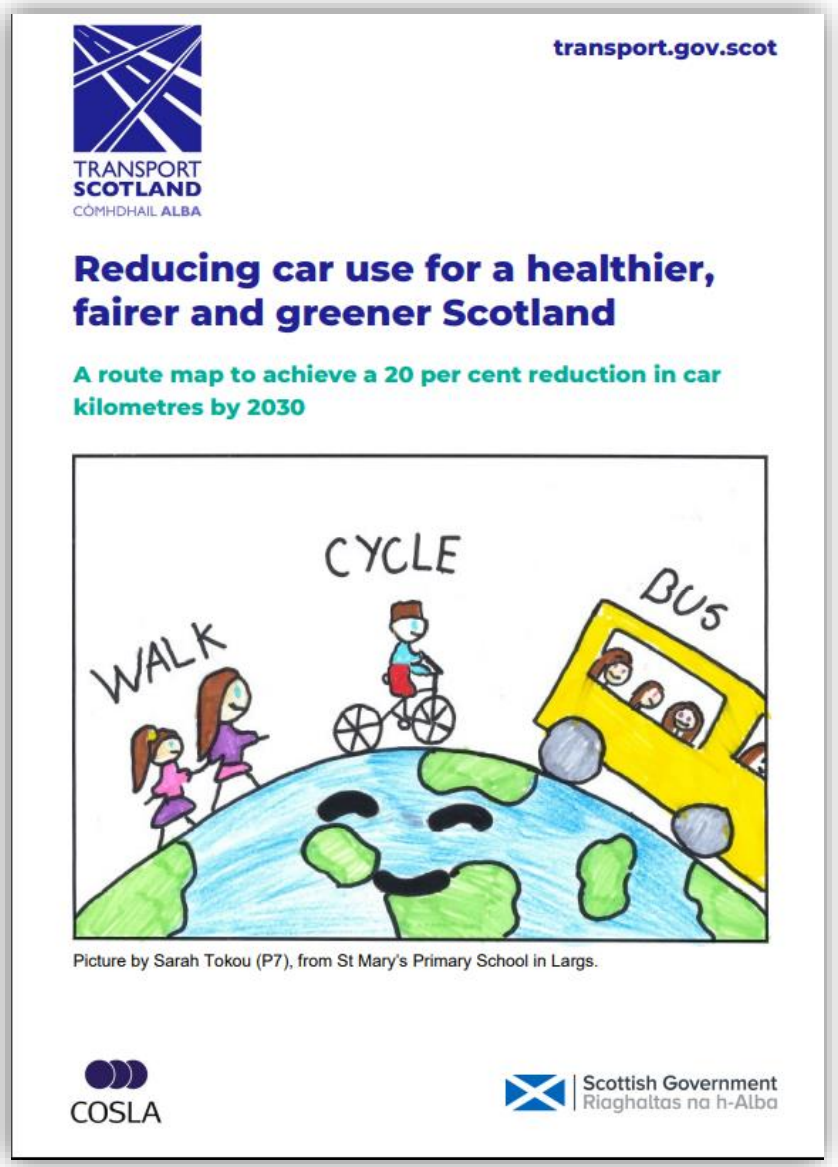
Background

Scottish Governments Climate Change Plan update - December 2020
"..we will reduce car kms by 20%, by 2030, against a 2019 Baseline"

Decarbonising the Transport Sector Evidence Report - September 2021
"..the targets are very challenging and will require major changes in Scotland and commitment from the Scottish and UK Government. Meeting the targets will require Scotland to make full use of all options to reduce emissions including the introduction of zero-emission vehicles and changes in travel behaviour"

Route Map - January 2022
"the target is for a 20 per cent reduction in total car kilometres across Scotland rather than a target for all regions of Scotland to achieve the same percentage reduction in car use."
"we are committed to maintaining access to goods, services, amenities and social connections by private vehicle for individuals such as those with specific disabilities who lack feasible alternative options.

Local Authorities brought into achievement of net zero carbon targets



Commission

….to assist Nestrans and its partners to develop informed and evidenced policy responses to the national target to reduce car vehicle kms by 20% by 2030, against a 2019 baseline.

a. *Robust evidence to support a regional policy position*

b. *Identify and assess the measures required to achieve the car km reduction target for the region, considering impacts, deliverability and effectiveness.*

c. *Identification and assessment of transport measures required to meaningfully contribute to the regional ambition to reach net zero by 2045*

d. *Set out the regional "offers" and "asks" of national and UK Government*