REPORT TO INFRASTRUCTURE SERVICES COMMITTEE - 20 JUNE 2019

STRATEGIC TRANSPORT UPDATE

1 Recommendations

The Committee is recommended to:

1.1 Acknowledge the progress with projects, activities and developments taken forward by Nestrans, external agencies and stakeholders as outlined in the report; and

1.2 Agree to accept further updates on the progress of both the implementation and delivery of the Aberdeenshire Local Transport Strategy (LTS) as appropriate;

1.3 Discuss whether the Committee wishes to make any further comments to Transport Scotland in relation to the revised route options published for the A96 Dualling Project as outlined in Appendix 3 and agree to delegate approval of the submission of any response to the Director of Infrastructure Services following consultation with the Chair, Vice-Chair and Opposition Spokesperson of this Committee.

2 Background/Discussion

2.1 Since the last report to Infrastructure Services Committee on 14 March 2019 (Item 8), the Nestrans Board met on 13 February 2019 and 17 April 2019. The approved minutes of the meeting can be accessed at:

http://www.nestrans.org.uk/about-nestrans/board-meetings/

2.2 Attached to this report as Appendix 1 is the Local Transport Strategy Action Update covering the period from March 2019 to June 2019. This shows progress made against identified categories, i.e. Travel Actively and Travel Effectively. Supplementary documents to the update are attached as further Appendices.

2.3 The Council has had multiple successes in the Scottish Transport Awards over the years. It has been shortlisted under the category ‘Excellence in Walking, Public Realm and Cycling’ for the submission on ITT (Integrated Travel Town) Masterplans. The awards ceremony will be held on 13 June in Glasgow.

2.4 The 2018/19 Charge Place Scotland Grant programme has progressed, with installation completed for the replacement charge points. Works for new charge points along the A947 corridor continues, with installation expected to take place during May and June 2019. Aberdeenshire Council have been provisionally awarded £300,000 in 2019/20 from Charge Place Scotland to
continue the work laid out in Ultra Low Emission Vehicle Delivery Plan and it is anticipated that this will be confirmed in the coming weeks.

2.5 New lessons have been added to the resource pack promoting active and sustainable travel to schools. The annual I-Bike report has also been published and is available as Appendix 2.

2.6 Transport Scotland have published a further route option plan for the A96 East of Huntly to Aberdeen Dualling project with a reduced number of options. Transport Scotland have also formally responded to the Council’s submission in December 2018 to the previous route options consultation. Details of the revised route options and a copy of the letter to the Chair of ISC is appended as Appendix 3. The current process allows a period for comment through to 12 July 2019.

2.7 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and their comments have been incorporated into the report and are satisfied that the report complies with the Scheme of Governance and relevant legislation.

3 Scheme of Governance

3.1 The Committee is able to consider and take a decision on this item in terms of Section F.1.1 of the List of Committee Powers in Part 2A of the Scheme of Governance as the Committee shall have full powers to decide on all policy issues and resource matters (within agreed budgets) relating to all functions related with the Transportation Service.

4 Implications and Risk

4.1 An equality impact assessment is not required because there will be no differential impact, as a result of this report, on people with protected characteristics. All of the specific interventions, strategies, projects and policies referred to in the report will be separately assessed against the relevant legislation.

4.2 There are no staffing and financial implications.

4.3 As this report details events which have already occurred there is no risk identified in terms of the Corporate or Service Risk Registers.

4.4 Some of the activities outlined in this report have taken or will take place in key Aberdeenshire towns. A Town Centre First Impact Assessment has not been conducted in the preparation of this report however as the interventions, strategies, projects and policies referred to in this report will be separately assessed.

Stephen Archer
Director of Infrastructure Services

Report prepared by Anthony Robertson, Strategy Development Officer
4 June 2019
### Appendix 1 – Transport Strategy Update – March 2019 to June 2019

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Action Area</th>
<th>Action</th>
<th>Delivery</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E-Bike Lockers</strong></td>
<td>Travel Actively</td>
<td>LTS A17</td>
<td>FY 2019/20</td>
<td>50%</td>
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<tr>
<td><strong>Formartine and Buchan Way E-Bike Project</strong></td>
<td>Travel Actively</td>
<td>LTS 2.1 A17</td>
<td>FY 2018/19</td>
<td>60%</td>
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<tr>
<td><strong>Cycle Parking</strong></td>
<td>Travel Actively</td>
<td>LTS 2.1 A17</td>
<td>FY 2018/19</td>
<td>75%</td>
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<tr>
<td><strong>Scottish Workplace Journey Challenge and Walking Challenge</strong></td>
<td>Travel Actively</td>
<td>LTS A3, A4, A7</td>
<td>FY 2018/19</td>
<td>100%</td>
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</table>

A single, enclosed bike locker is due to be installed at four Council offices – Viewmount, Buchan House, Gordon House and Banchory Social Work Office. These lockers will house our in-house electric bikes and will in time be available to book out by Council staff for free for travel for business and/or personal use.

The potential to provide an additional locker at Woodhill House is being investigated with a view that this bike would then be available to staff on an ad hoc basis to facilitate short work-related journeys in Aberdeen.

This ongoing project is subject to a successful tender exercise and approval from the LEADER Local Action Group. The outcome of this should be known by July 2019.

Cycle Parking for Banff St Mary’s car park is now scheduled for installation in June 2019 following planning permission being approved.

Cycle Parking for Aquithie Road car park, Kemnay, has been confirmed by Planning as Permitted Development. Garioch Roads team to schedule installation work.

Cycle Parking Sustrans Grant has been applied for to provide parking at 14 school locations.

This is an annual challenge encouraging workplaces to travel sustainably. The challenge is managed by Sustrans, is free to join, and is open to all employers in Scotland. Aberdeenshire Council supports the challenge and is working with Getabout partners, using Smarter Choices Smarter Places funding to promote it.

During the challenge period, Aberdeenshire Council staff logged a total of 501 trips, accounting for 5372 miles and 920kg of CO2 saved.
The Transportation Strategy Development Team has also been able to utilise Smarter Choices Smarter Places funding to help support the Health Promotions Team’s annual walking challenge. Five hundred pedometers were purchased on behalf of the Health Promotions Team. These have been distributed to participants in the challenge, which will take place during April and May 2019.

Walking and cycling maps have been developed for various towns across Aberdeenshire. New maps will be available by the end of financial year 2018/19 for Portlethen, Aberchirder, Ellon, Inverurie and Huntly.

New walking maps will be completed during this financial year for Newtonhill, Mintlaw, Turriff, Kintore, Kemnay, Banchory and Portsoy which will add to the current collection of walking and cycling maps. It should be noted that local members have been very supportive of this project, assisting with contact details for local walk groups.

Replacement of existing charge points has now been completed for the following sites:
- Ellon - Station Road, AB41 9HE 1 x 22kw
- Huntly - Market Muir, AB54 8JY 1 x 22kw
- Inverurie - Burn Lane, AB51 4UZ 1 x 7kw
- Inverurie - Gordon House, AB51 3WA 1 x 7kw
- Peterhead - Buchan House, AB42 1QA 1 x 7kw
- Stonehaven - Market Square, AB39 2AY 1 x 7kw
- Turriff - High Street, AB53 4DS 1 x 7kw

It is anticipated that these new machines will be more reliable and efficient than their predecessors, leading to an increased number of charging sessions delivered from these sites.

Aberdeen City Council have now granted Planning Permission for replacement chargers and the associated car park re-alignment works at Woodhill House. It is anticipated that these will progress over June/July 2019.

The programme relating to the Low Emission Delivery Plan to add a corridor of charge points along the A947 at the following locations continues to progress.
Appendix 1 – Transport Strategy Update – March 2019 to June 2019

- Newmachar - Axis Centre, AB21 0WD
- Oldmeldrum - Baker Street, AB51 0AZ
- Turriff - The Wynd, AB53 4AY
- Fyvie – Main Street, AB53 8JP
- Banff – Greenbank, AB45 1HE

SSE works have been completed for the Banff site, and the work to install the charger at Fyvie commenced on 13 May.

A new charge point is also to be installed at Westhill, with works for this commencing on 27 May.

Charge Place Scotland have a pending award of £300,000 to Aberdeenshire Council to continue the work as part of the Ultra-Low Vehicle Delivery Plan. A plan to identify the specific sites is under development and is likely to include EV chargers at Aberdeenshire Council community campus sites.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Action Area</th>
<th>Travel Effectively</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health and Transport Action Plan (HTAP)</td>
<td>Delivery</td>
<td>FY 2018/19</td>
</tr>
<tr>
<td>LTS A12</td>
<td>Progress</td>
<td>Ongoing</td>
</tr>
<tr>
<td>HTAP</td>
<td>Ongoing</td>
<td></td>
</tr>
</tbody>
</table>

General

Grampian wide partners continue to work together on issues relevant to the purpose of the Health and Transport Action Plan: “To enable providers of transport, health and social care services to work together in a more co-ordinated manner in order to improve outcomes and efficiency of service delivery, both in reducing the adverse impacts of transport choices on public health and in improving access to health and social care.”

The Steering Group and two Sub-Groups continue to meet quarterly providing all organisations an opportunity to discuss future challenges and discuss collaboration on projects. All meetings for 2019 of the Steering Group and both sub-groups have been scheduled.

Through utilisation of £10,000 Nestrans budget for HTAP related activity the Programme Manager encouraged partners to invest in an adapted cycle for the Getabout Roadshow. The £10,000 was split between contributing to the purchase of an adapted cycle, a one-off award to Mid Deeside Ltd to continue their volunteer driver pilot at Aboyne Hospital and Transport to Health and Social Care Information Centre (THInC) publicity material.

THInC

THInC (Transport to Health and Social Care Information Centre) continues to be promoted to residents attending health and social care appointments. The THInC In the City project continues to be popular with residents and stakeholders. Marketing is an ongoing process.
### Civitas Portis Evening Talk Series

Joanne Riach (NHS Public Health) and HTAP Programme Manager presented on 27 February 2019 Evening Talk Series event delivered by Civitas Portis. The event, held in the Duncan Rice Library, Aberdeen University, was well attended. This event helped develop the links between the Grampian Health and Transport Action Plan, Sustrans and Civitas Portis.

These links resulted in the HTAP Programme Manager arranging input to the Civitas Portis Business Breakfast on 20 March 2019 held in Aberdeen, including engaging a Public Health colleague to present and health checks provided by Sport Aberdeen.

**Faculty of Public Health “Evaluation of Joint Interventions”**

The HTAP Programme Manager engaged the Faculty of Public Health in 2018 with a view to delivering the “Evaluation of Joint Interventions” course delivered by Professor Gurch Randhawa (Director, Institute for Health Research and Professor of Diversity in Public Health).

With financial support from Nestrans and Civitas Portis the Faculty of Public Health event was held in Aberdeen on 16 May 2019. All 30 places were free to attendees and counted as 5 CPD points. Four days prior to the event 28 of 30 tickets were allocated.

### Project Title

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Action Area</th>
<th>Action</th>
<th>Budget</th>
<th>Progress</th>
<th>Delivery</th>
<th>FY 20122/23</th>
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<tbody>
<tr>
<td>ITT Masterplans</td>
<td>Travel Actively</td>
<td>LTS A9, A1, A5, A8, A11</td>
<td>Infrastructure</td>
<td>Ongoing</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Ellon**: Formartine and Buchan link - Completed.

**Carolines Wells Woods Town link** – design being progressed.

**Inverurie**: South Link to Port Elphinstone – Sustrans funding application made for scheme delivery.

**Burghmuir Road** – Sustrans funding application made for scheme design/delivery.

**Oldmeldrum Road link** between Urayside Drive and Portstown Road– Sustrans funding application made for delivery.

**Huntly**: A96/A97 Link - Sustrans funding application made for scheme design.

**Fraserburgh**: Maconochie Road Path - Sustrans funding application made for scheme delivery.

**Waters of Philorth** – Sustrans funding application made for scheme design.

**Portlethen**: Feasibility designs for various cross town links completed.
Appendix 1 – Transport Strategy Update – March 2019 to June 2019

Meldrum Meg Way (Inverurie to Oldmeldrum): Sustrans funding application made for final design to Lethanty Mill.

Ellon to Aberdeen: A92 North Feasibility Design completed. Sustrans funding application made for detailed design Ellon-Foveran-Newburgh and Mill Den Bypass Section.

Transport Scotland funding request made via Nestrans to complete surfacing at Blackdog.

Inverurie to Aberdeen: Inverurie to Kintore - link completed. Kintore to Blackburn - Route option assessment completed. Report to Area Committee to present findings.

Stonehaven to Aberdeen: A90 South Feasibility Design Completed. Sustrans funding application made for detailed design Portlethen to Marywell. Working in partnership with Aberdeen City to progress link north. A report will be taken to Area Committee once the works completed and a more detailed design prepared.

Kemnay to Kintore: This will be explored subject to round 2 of Sustrans funding in the Autumn.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Action Area</th>
<th>Monitoring, Reporting and Promoting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schools</td>
<td>LTS M2</td>
<td>Delivery FY 2018/19</td>
</tr>
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</table>

The Transportation Strategy Development Team are continuing to promote active and sustainable travel to schools in Aberdeenshire through the use of the Embedding Active and Sustainable Travel into Education (EASTiE) resource pack which provides lesson plans and resources for teaching staff to enable them to link these discussions into the curriculum. This resource pack was developed and launched in 2018 but was recently redeveloped with new lessons added. The Transportation Strategy Development Team are currently attending head teacher cluster meetings to present this resource. The pack is available from:


The annual I-bike report has been published. This is a project that is currently ongoing in the Peterhead, Fraserburgh and Inverurie areas. This project works closely with schools on cycle related activities, training, bike maintenance and promotional work with families. The full report is available in Appendix 2 to this report. It shows an increase of cycling of 8.8% within the project’s first year working with the Fraserburgh Cluster and a further 1.1% increase in cycling during year 2 working with the Inverurie Cluster. Data for the Peterhead cluster will be available in winter 2019.
## Appendix 1 – Transport Strategy Update – March 2019 to June 2019

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<th>Budget</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic Transport Appraisal</td>
<td>Travel Effectively</td>
<td>LTS E24</td>
<td>City Region Deal</td>
<td>90%</td>
</tr>
</tbody>
</table>

The Strategic Transport Appraisal Pre-Appraisal report by Jacobs for the City Region Deal Transport Working Group is nearing completion. The report will set out a series of project and policy options for consideration for future transport priorities for the City Region Deal as well as the new Regional Transport Strategy.

A major focus in taking forward the report options will be the Scottish Government’s Strategic Transportation Projects Review which is due to commence in the autumn of this year and will underpin the new National Transport Strategy which is also due to be published this year. A report on the Strategic Transport Projects Review and National Transport Strategy will be forthcoming once the details of the review are published. Officers from both Councils and Nestrans will be meeting with Transport Scotland and their consultants shortly.

An update of the traffic model used to assess the impact of land use development and transport projects – ASAM (Aberdeen Sub Area Model) is being commissioned as part of the City Region Deal work. This will update the future model to take into account the impact of the AWPR and other recent changes and allow emerging projects from the Strategic Transport Assessment to be appropriately appraised.

<table>
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<th>Budget</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>External Links to South Aberdeen Harbour</td>
<td>Travel Effectively</td>
<td>LTS E24</td>
<td>City Region Deal</td>
<td>10%</td>
</tr>
</tbody>
</table>

Peter Brett Associates have been appointed to lead the STAG2 assessment following their STAG1 appraisal work on options for links to the new South Harbour at Nigg Bay. A close working relationship will be required with the consultants undertaking the Wellington Road corridor study due to the interplay with junctions and so on. Aberdeenshire officers sit on the Steering Group as part of the City Region Deal work.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Action Area</th>
<th>Action</th>
<th>Budget</th>
<th>Progress</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regional Transport Strategy</td>
<td>All (Policy)</td>
<td>N/A</td>
<td>Nestrans</td>
<td>25%</td>
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</table>

Nestrans have launched their consultative website for the next Regional Transport Strategy – [www.nestrans2040.org.uk](http://www.nestrans2040.org.uk)

The Regional Transport Strategy takes a 20 year horizon and will set the vision and direction for transport provision in the North East, building on the significant improvements that have taken place in recent years.

The Nestrans Board has set out its vision and objectives for 2040 as follows:

Vision - “To provide a clean, resilient, inclusive and accessible transport system in the north east, which contributes to improved quality of life through healthier, more prosperous and fairer communities”
Appendix 1 – Transport Strategy Update – March 2019 to June 2019

Objectives

1. Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users.
2. Reduce the business costs of transport for all sectors of the economy to realise the aspirations of the Regional Economic Strategy.
3. Reduce the adverse impacts of transport on public health and the natural and built environment.
4. Improve the integration of transport and land use to reduce the need to travel by private car.
5. Improve the relative competitiveness of public transport compared to the private car.
6. Maintain and enhance a safe, resilient and reliable transport network.

Formal consultation on the draft strategy and a series of consultative events to shape the emerging priorities will be ongoing through the rest of the year.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Rail Projects</th>
<th>Action Area</th>
<th>Travel Effectively</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action</td>
<td>LTS E26</td>
<td>Delivery</td>
<td>FY 2018/19</td>
</tr>
<tr>
<td>Budget</td>
<td>Transport Scotland, Network Rail, Infrastructure</td>
<td>Progress</td>
<td>50%</td>
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</table>

Kintore Station

Work is progressing well on the project to deliver a new rail station at Kintore. Preparatory ground clearance site works have been undertaken and the site construction boundaries established. Regular project meetings with Network Rail and Transport Scotland are being held with the key platform construction work to take place during the Aberdeen to Inverness (A2I) line closure which is staggered over May to August this year. The preparatory ground widening for the second track-line has been undertaken and early construction on the station site will be installation of pre-cast concrete units for platforms, and lift pits.

Network Rail announced in May that the contractor for the project will be BAM Nuttall who are the project contractor for the A2I project. A more detailed project programme is expected from the contractor in July. The intention is still to ensure completion in time for the station to be brought into service for the May 2020 timetable.

Given recent concerns by residents as to the noise and disruption of the A2I project in Kintore, further consideration will require to be given to the impact on the neighbouring care home to the Kintore site. The project team will continue to update the neighbouring residents on planned works and site access will be managed to avoid interface with the care home.

Studio Niro, artists commissioned as part of the project have completed the design part of their commission and presented to Local Members. Discussions with Network Rail are ongoing on building in the proposed artistic aspects to the station design along with the two heritage railway benches gifted to the project. An
opportunity to further develop community art for the project has been discussed with Local Members.

Insch Railway Station - Access and Local Rail Development Fund Study

This Nestrans commissioned study into accessibility at Insch station with an emphasis on deliverable options for improving access to the north bound platform is underway. AECOM were awarded the Commission with a site visit arranged with Elected Members and the Central Access panel at the station and a subsequent presentation to the Bennachie Community Council. Next steps are to survey the use of the station and the interface with the level crossing, to engage with the rail industry and to explore the possible design solutions and access from land behind the north bound platform. The station platforms are to be extended during the line closure as part of the A2I project.

Mearns Railway Stations Travel and Car Parking Study

The Nestrans Board considered this study on future rail station parking provision in the Mearns at its February meeting.

The Board noted the outcomes of the Mearns Stations Car Parking Study; and agreed to the following actions:

• continue to work in partnership with Aberdeenshire Council, ScotRail and Network Rail to progress a potential small extension to provide additional parking spaces at Portlethen;
• continue to work with Aberdeenshire Council, ScotRail and Network Rail to progress potential new parking spaces as an extension to the existing car park at Stonehaven;
• consider future options for a small extension to car parking in Laurencekirk;
• make representations in respect of the Aberdeenshire Local Development Plan that the stations and car parking should be identified as key issues for each of these towns; and
• make representations that the Aberdeenshire Local Development Plan should protect the land at Kirkton Road, currently used as a Roads Depot as a potential long-term location for a further car park to serve Stonehaven station.

South of Aberdeen Rail Stations

Nestrans are submitting a bid to the Transport Scotland Local Rail Development Fund to take forward an assessment of potential new railway stations to the south of Aberdeen and conduct an appraisal into potential new station sites between Aberdeen Rail Station and Laurencekirk Rail Station. This will enable Nestrans and local authority partners to progress station options, the outcome of which can be included in the developing Regional Transport Strategy and Strategic Transport Appraisal and fed into Transport Scotland’s ongoing work on Strategic Transport Projects Review. The study will pick up changes in patronage since the new timetable came into operation, and wider impacts such as the opening of the AWPR.
Appendix 1 – Transport Strategy Update – March 2019 to June 2019

Aberdeen to Central Belt Rail Journey Time Improvements

The Aberdeen to Central Belt Reference Group of rail industry professionals, Transport Scotland and local authorities continue to meet to explore viable options for upgrading the east coast mainline north of Edinburgh.

Further work is underway to identify the maximum possible benefits achievable for the £200m available within the timeframe to 2026. This is in addition to ongoing maintenance and upgrade work to signalling and tracking along the line which will enable greater resilience and opportunity to reduce journey times.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Action Area</th>
<th>Action</th>
<th>Delivery</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen City/Nestrans Cross Boundary Studies</td>
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<tr>
<td>Aberdeen City Council, Nestrans, Infrastructure</td>
<td>80%</td>
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A956 Wellington Road Study

This study aims to look at all transport issues along the road corridor has been commissioned by Aberdeen City Council and AECOM have been appointed as consultants. Aberdeenshire officers sit on the Steering Group and have an interest due to Wellington Road’s key role as a corridor into the City from the south and its interface with the new Aberdeen South Harbour and the external links study commissioned for access to the Harbour and its adjacent industrial sites (see separate item). Surveys are now being undertaken of the route, traffic levels and junctions to establish a baseline of issues and data to inform options.

Aberdeen Roads Hierarchy Study

In response to the construction and opening of the AWPR and in support of the City Centre Masterplan, the Councils, Nestrans and SDPA commissioned a review of the City’s Roads Hierarchy which is the classification of roads in the city and the uses/direction and signage of traffic on them.

A key advantage of the AWPR should be to substantially reduce cross-city traffic levels thereby allowing further interventions in support of the City Centre Masterplan to improve the environment and quality of the city centre experience.

The two key outcomes to be delivered as part of the work are:

- A new roads hierarchy; and
- Intervention levels to support that new roads hierarchy.

The final report was due to be discussed by the City’s City Growth and Resources Committee on 6 June. The report sets out a series of detailed recommendations in respect of road hierarchy (A,B,C class routes and routing) and levels of intervention that might be required to achieve the overall objectives of reducing through traffic and to enable the delivery of the City Centre masterplan for the long-term future sustainability of the City Centre.
Appendix 1 – Transport Strategy Update – March 2019 to June 2019

A link to the executive summary of the report will be made available when it is published.

Aberdeenshire officers have commented on the report at various stages and are content that the proposed hierarchy meets the objectives of the commission and that there is no substantial negative impact of the proposals on traffic from Aberdeenshire or impact on Aberdeenshire’s network.

Aberdeen Cross City Connections Study

The Cross City Connections study consultation process is now complete the publication of the final report and recommendations is awaited which will be reported to the City’s City Growth and Resources Committee. There was some boundary cross-over at the edges of the city as far as Blackdog and Westhill and Portlethen to the south but overall there are no significant implications for Aberdeenshire at this stage. Aberdeenshire remains committed to working with Aberdeen City Council and partners to deliver effective cross city and cross boundary cycle networks on key transport corridors and work is ongoing in relation to the A90/A92 from the north and the south and the A944 from the west.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Action Area</th>
<th>Action</th>
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A96 Dualling – Aberdeen to East of Huntly

Transport Scotland’s consultants, AmeyArup have been progressing the design assessment of the various route options published. Aberdeenshire Council officers have had a series of meetings with the consultants to feed in detailed information on planning, environment and flooding as well as transport matters for consideration. The project continues to generate correspondence to the Council from elected representatives, MP’s, MSP’s and interested individuals.

Transport Scotland have recently held a further series of drop-in sessions. The purpose of these events was to provide an update on the work carried out since the last public exhibitions held in October 2018, unveiling a reduced number of route options and giving further information on the design and assessment process and on the remaining options being progressed through the DMRB Stage 2 Assessment.

Details on the A96 Dualling East of Huntly to Aberdeen scheme can be found at: https://www.transport.gov.scot/projects/a96-dualling-inverness-to-aberdeen/a96-east-of-huntly-to-aberdeen/.

A more detailed summary of the revised options and the response from Transport Scotland to Aberdeenshire’s submission following the previous consultation can be found in Appendix 3 to this report.
Laurencekirk A90/A937 Grade Separated Junction

The preferred option consists of a south grade separated junction with a full diamond layout and bridge over the A90 together with retention of the existing central reserve gaps at the Centre (B9120) and North (A937) junctions.

The DMRB Stage 3 detailed development and assessment of the preferred option is well underway and Transport Scotland recently announced the intention to award a £300,000 ground investigation contract to support this work. Due to commence next month, the ground investigation will provide vital information needed to help inform the development and assessment of the preferred option. The DMRB Stage 3 work will culminate in publication of the draft Orders later this year for formal comment. Thereafter progress will be dependent on the public reaction to the draft Orders and whether a Public Local Inquiry is required.

Construction of the scheme itself can only commence if the scheme is approved under the relevant statutory procedures and thereafter a timetable for its progress can be set. The next local authority-RTP-Transport Scotland partnership meeting is scheduled for June.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Action Area</th>
<th>Effective Car use</th>
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</thead>
<tbody>
<tr>
<td>HyTrEc2 project – Hydrogen Vehicles</td>
<td>Support new low carbon vehicle initiatives and implement associated infrastructure where appropriate and feasible.</td>
<td>Delivery</td>
</tr>
<tr>
<td>Action</td>
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<tr>
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<td>Progress</td>
</tr>
<tr>
<td></td>
<td>ongoing</td>
<td></td>
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HyTrEc2 is a European Interreg North Sea programme project running until Autumn 2021 with partners from Norway, Netherlands, Sweden, Germany and the UK.

In HyTrEc2 Aberdeenshire Council is looking at the implications for the operation of hydrogen fuelled vehicles in the rural environment including the practical operation of a number of vehicles.

The manufacturer’s trial vehicle operated by Aberdeenshire in 2018, and part funded by the project, has now been returned. This vehicle featured a Hydrogen fuel cell recharging the traction battery of an electric van and through the project a three year lease of a similar vehicle has now been sourced using a Transport Scotland “Switched on Fleets” grant at no cost to Aberdeenshire Council. Similarly, three fuel cell cars similar to the one recently presented to Councillors attending the ULEV presentations at Woodhill House on 20 May have been sourced on 3 year leases. Again these are funded 100% through the Switched on Fleets grant. The bundling of these orders with others within the HyTrEc2 project partnership achieved a small reduction in cost due to the increased order size.
All four vehicles will shortly arrive and will be based around Woodhill House now that the Hydrogen fuelling station at Kittybrewster has been upgraded by BOC Ltd to allow its use by cars and vans. These vehicles can also use the Aberdeen City hydrogen fuelling station at Altens in case of need and the van can also be fuelled through plug-in electric chargers.

HyTrEc2 project partner Cenex has provided tracking and monitoring services to extend the coverage from Aberdeenshire Council owned to also include hired vehicles targeted for replacement by ULEV an action which is expected to assist the HR pool car project.

<table>
<thead>
<tr>
<th>Project Title</th>
<th>G-Patra Project demand responsive transport</th>
<th>Action Area</th>
<th>Passenger Transport</th>
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<td>Action</td>
<td>Undertake a comprehensive review of how to deliver an integrated passenger transport system.</td>
<td>Delivery</td>
<td>FY 2021/22</td>
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<tr>
<td>Budget</td>
<td>ERDF Interreg 50% support / PTU</td>
<td>Progress</td>
<td>ongoing</td>
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The G-Patra project is a European Interreg North Sea Programme project running until summer 2021 with partners from Norway, Denmark, Netherlands, Belgium, Germany and the UK; all looking at sustainable rural public transport solutions. As part of this project, Aberdeenshire Council has implemented a pilot service in Turriff and the surrounding rural area involving a reorganisation of the Council’s supported bus services in and around the town.

From 19 November 2018, the G-Patra project has contributed ERDF funding towards the costs of two minibuses and drivers, provisioning semi-flexible timetabled and demand responsive transport services.

Details of the services, Turriff Town A2B dial-a-bus and Turriff Rural A2B dial-a-bus, can be found at https://www.aberdeenshire.gov.uk/roads-and-travel/public-transport/a2b-dial-a-bus/turriff-town-centre/ and https://www.aberdeenshire.gov.uk/roads-and-travel/public-transport/a2b-dial-a-bus/turriff-rural-area/. These services have been designed and amended with input from the local community and approximately 250 people have signed up to use the services.

G-Patra aims to promote green travel and mobility and to boost the adoption of green transport solutions in rural areas. The Aberdeenshire project seeks to reduce vehicle emissions by replacing a larger bus with a smaller one with a better Euro engine emissions rating, by achieving enhanced vehicle utilisation and through reducing non-productive vehicle mileage by matching the service provided more closely with local travel needs and demands.

Interest has been received from our Dutch partners in the G-Patra project who have recently visited to learn more about the initiative.
I Bike

The annual report for the I Bike project 2017-2018
About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey. www.sustrans.org.uk

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<td>Francesca Hogg</td>
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I Bike 2017-2018

The Cycling Action Plan for Scotland sets out a vision that “By 2020, 10% of everyday journeys taken in Scotland will be by bike.” To enable this, Sustrans’ I Bike project delivers an intensive pro-cycling curriculum linked programme to schools in Scotland. The programme aligns with a range of national government policies and objectives, covering health and wellbeing, built environment, school education, sustainable transport and road safety, skills and volunteering and the community.

Now in its 10th year, I Bike is active in twelve local authorities (Aberdeen City, Aberdeenshire, Dumfries and Galloway, Dundee, East Dunbartonshire (2 I Bike officers), Edinburgh, Falkirk, Glasgow City, Midlothian (2 I Bike officers), North Ayrshire, Perth and Kinross and West Lothian. The overarching aim of I Bike is to increase the number of pupils cycling to school and in leisure time. Specific aims of the project are to counter the decline in cycling levels as pupils move from primary to secondary school and to recognise and support the different needs of male and female pupils. It also aims to create a positive pro-cycling culture within participating schools with a legacy of long term behaviour change within the school communities. In addition, I Bike promotes all forms of active travel (including park and stride to decrease congestion around the school gates).

The I Bike delivery model takes a long term approach to encouraging behaviour change within schools, ensuring that activities continue beyond the officer’s involvement. After the first year of intensive engagement, officers provide schools with support and advice to continue their own programme of cycling-related activities for a second supported year, and offers at-a-distance support for a third year.

This document summarises all core monitoring data collected in I Bike schools during the 2017-2018 school year across twelve participating local authorities. A supplementary report is available outlining the findings from qualitative research carried out in 2017-2018.
Executive summary: After one year

- The percentage of pupils usually travelling to school by bike rose **4.2 percentage points** from 4.7% at baseline to 8.9%.
- The percentage of pupils usually **driven** to school has fallen **6.2 percentage points** from 31.0% to 24.8%.
- **62.2% of pupils travelled to school by an active mode**, a rise of nine percentage points.
- Over half of parents surveyed (55.6%) said their child **cycled more outside of school** since I Bike.
- 70.4% of parents said their child had **more knowledge of cycling** and 71.1% had **more cycling skills**.
- Before I Bike, 51.6% of parents **allowed their child to cycle to school**, this rose to 72.0% after one year.
- 87.9% of partners thought I Bike had an **excellent or good impact on increasing cycling levels** amongst children.
- 91.2% of partners thought I Bike had an **excellent or good impact** on helping to positively promote their work to increase **physical activity** among school pupils.
- **100% of partners would recommend I Bike to other local authorities/organisations**.
- 90.2% of teachers thought the number of pupils **cycling to school has risen** since becoming engaged with I Bike.
- **85.1% of teachers thought I Bike had an excellent or good impact** on getting pupils at the school **more physically active**.
- **85.1% of teachers thought I Bike had an excellent or good impact on increasing road safety awareness**.

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1 Walking, cycling, scoot/skate
## Monitoring and Evaluation

Sustrans’ Research & Monitoring Unit are responsible for monitoring the I Bike project which includes a range of tools aimed at measuring the success of the I Bike project. This includes:

<table>
<thead>
<tr>
<th>Monitoring tool</th>
<th>Description</th>
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<tbody>
<tr>
<td><strong>Bike It Database</strong></td>
<td>Officers log information about activities delivered, meetings attended and bike counts on Sustrans’ online database. A detailed breakdown of activities delivered is provided as an appendix to this report (page 33).</td>
</tr>
</tbody>
</table>
| **Pupil surveys**   | Pupil hands-up surveys are used to monitor variations in the mode of travel of school pupils. The surveys ask pupils about their usual mode of travel to school, frequency of travel modes, how often they ride their bike outside of school and how they would most like to travel to school.  
                      | The surveys are delivered by the Sustrans I Bike Officers and/or school staff to a whole class before and after an intervention. Baseline surveys were conducted in each school before pupil engagement in the project. Follow-up surveys were conducted at the end of the 2017-2018 school year (with the same year groups), and will be repeated at the end of the next year of the programme.  
                      | In 2017-2018, 10,607 pupils took part in the baseline survey and 9,139 took part in the post year one 2017-2018 survey at 46 schools. In addition, 3,373 pupils took part in a post year two survey, 2,021 in a post year three survey, 0 pupils completed a post year four survey and 162 pupils (at one school) took part in a post year 5 survey. |
| **Parent & carer surveys** | Parent & carer surveys are used to ascertain adult perceptions, attitudes and barriers towards active travel, gathering information such as whether parents currently allow their child to cycle or walk to school; and how their child currently travels to school.  
                      | The paper based surveys were distributed and returned to school staff, although online surveying was also trialled in 2017-2018. The survey received 269 responses from 9 project areas. |
| **Teacher & partner surveys** | Online surveys are conducted with key members of staff in schools engaged in the project and key stakeholders e.g. local authority partners and Active Schools at the end of each school year. Data from these surveys feed into the preliminary and longer term project evaluation. In 2017-2018, 102 school staff/champions from 88 schools responded to the teacher survey. Meanwhile, 34 responses were received for the partner survey. |
| **Focus groups**     | Ten focus groups took place at the end of the 2017-2018 academic year at selected I Bike schools in Dundee, Midlothian, North Ayrshire and Perth & Kinross.  
                      | As part of a new methodology, single sex and mixed sex focus groups took place in each school to understand any gender differences in perceptions and attitudes to active travel. Schools were chosen based on a selected criteria including; primary/secondary, level of engagement, urban/rural classification. |
| **Teacher interviews** | Teacher and school staff interviews were conducted at four of the schools where focus groups were undertaken. An additional telephone interview was carried out at Lenzie Academy where a focus group could not be arranged. |

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2 No parent & carer surveys received from Edinburgh, Midlothian 1 or West Lothian.

3 No partner surveys were received from East Dunbartonshire, Edinburgh or North Ayrshire.
I Bike’s impact on volunteers

“I’ve really enjoyed the range of training and support offered by Sustrans, which has made the volunteer team feel integral to delivery of I Bike.

Jeremy, I Bike Volunteer
www.sustrans.org.uk/volunteer

“\"It’s always fun working with the kids and really rewarding...especially when someone first cycles by themselves! The confidence it gives them is so valuable, and they always make me laugh.\"
- Julie Arbuckle, Volunteer, Glasgow City

75 volunteers in 2 local authorities
2,009 hours volunteered between Aug 17 and July 2018
450 I Bike activities between Aug 17 and July
In May 2018 we conducted a small piece of qualitative research to assess the impact of volunteering with the I Bike project with a particular focus on skills, social opportunities, sense of community, employability and physical activity.

A summary of the outcomes is provided on the right.

“It’s certainly not something that I did with the intention of using it for employability but as a result it is actually helping me...And it’s something that I definitely mentioned on many applications, so it’s something that I’ll be talking about in interview as well. So without realising it, I think it will have quite a big impact.” – Volunteer focus group participant

<table>
<thead>
<tr>
<th>Outcome</th>
<th>Evidence</th>
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<tbody>
<tr>
<td><strong>Skills</strong></td>
<td>All participants reported an increase in their skills and/or knowledge as a consequence of volunteering with I Bike, in particular the Velotech course was mentioned by a number of participants. Some volunteers also reported that they had gained skills in leadership, risk management and experience of working with children.</td>
</tr>
<tr>
<td><strong>Social Opportunities</strong></td>
<td>None of the participants reported that I Bike had had an impact on their social life however it was acknowledged that social opportunities had been made available to them through I Bike including meeting other volunteers and staff.</td>
</tr>
<tr>
<td><strong>Sense of Community</strong></td>
<td>Participants mentioned feeling like they were contributing to society and that they had a greater awareness of local cycle routes. Not all volunteers were volunteering in their immediate local area which consequently meant they did not have an increased sense of their local community. However, they did feel more aware of the area they were volunteering in.</td>
</tr>
<tr>
<td><strong>Employability</strong></td>
<td>Volunteering with I Bike has increased the volunteers’ perceived sense of their own employability. Increasing their employability was a motivation to join the scheme for two of the seven volunteers. It was not the sole motivation for any of the volunteers.</td>
</tr>
<tr>
<td><strong>Physical Activity</strong></td>
<td>Participants reported either increases in or maintenance of their physical activity levels since becoming a volunteer. Maintaining a level of fitness was a motivation for one volunteer to become an I Bike volunteer. Some of the volunteers felt that they had changed their travel behaviour as a consequence of volunteering but not all did.</td>
</tr>
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</table>
Aim 1: To give children the confidence, enthusiasm and skills to cycle to school

During 2017-2018 I Bike officers delivered skills and training sessions including Learn to Ride, Balance Bike Skills, General Safety, Bike/Scooter Maintenance Sessions and National Standards Cycle Training such as Bikeability Scotland.

I Bike officers also delivered sessions designed to develop interest and enthusiasm including Active Travel Breakfasts, Bling your Bike and Prize Giving.

Educational sessions included Sustrans Big Street Survey, Art and Design, Geography, Environment and Science which linked I Bike with the curriculum.

- **947** skills and training sessions delivered

- **24,194** pupil, parent, sibling and teacher attendances

- **155** schools/organisations engaged

- **204** interest and enthusiasm sessions delivered

- **19,638** pupil, parent, sibling and teacher attendances

- **94** schools/organisations engaged
71.1% of parents said their child had more cycling skills

70.4% of parents said their child had more knowledge of cycling

85.1% of teachers said I Bike had an excellent or good impact on increasing road safety awareness

75.6% of pupils would prefer to travel to school by an active mode
Number of schools engaged in 2017-18

- 150 education sessions delivered
- 6,097 pupil, parent, sibling and teacher attendances
- 45 schools/organisations engaged

- 340 led rides, walks and scoots delivered
- 8,561 pupil, parent, sibling and teacher attendances
- 94 schools/organisations engaged

Big Pedal 2018

- 66 I Bike schools took part
- 40,230 child cycle and scooter journeys to school
- 29 tonnes of CO\textsubscript{2} saved

Pupils cycled and scooted almost 5 times around the world!

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4 Based on all schools that had at least one activity delivered in the 2017-18 academic year

11 I Bike The annual report for the I Bike project 2017-2018

March 2019
As part of their environmental studies, primary schools within Glasgow have been participating in the I Bike Officer’s delivery of Carbon Footprint lessons to compliment the school’s current curriculum work. Pupils have been learning all about what carbon footprints are, and how their very own carbon footprints are effecting the world that they live in.

The programme has been delivered by the Sustrans I Bike Officer over the winter months, highlighting the key elements of global warming, toxic gases, and methods of transport which can harm the environment and how others can help lower emissions.

The children were able to enjoy the lessons through practical, fun sessions, aimed at self-reflection and thinking about changing day to day habits. The children learned new skills by building confidence, working as a team, and decision making. This has complimented the school Health and Wellbeing initiatives by increasing physical activity at the same time in a safe environment.

“These sessions have been invaluable and have encouraged pupils to be more involved in active travel. Their enthusiasm and confidence cycling and scooting has grown through Rory’s guidance and well planned sessions. All these sessions directly link with Experiences and Outcomes in the Curriculum for Excellence and without Sustrans, these pupils would not be able to develop vital skills for learning, life and work. Many pupils in the city do not have opportunities to develop their cycling skills due to various factors, but having Sustrans in school, has directly contributed to their development as Successful Learners, Responsible Citizens, Effective Contributors and Confident Individuals.” – Teacher, Glasgow City
Pupil Data after One Year

In the 2017-2018 academic year, 46 intensively engaged schools have pre and post pupil survey data available.

- The proportion of pupils never cycling to school fell 12.1 percentage points from 71.9% to 59.8%
- Pupils ‘sometimes’ cycling to school rose 8.6 percentage points from 21.0% to 29.6%
- Weekly cycling to school rose 3.5 percentage points from 7.0% to 10.5% at the end of year one.

Pupil Data after Two Years

This section provides results for all schools with two years of data, regardless of the school’s first year of engagement. Data is from 53 schools at baseline, 44 at the end of year one, and 53 schools at the end of year two.

- Pupils stating they never cycle to school fell 9.4 percentage points from 71.4% to 62.0%
- Pupils ‘sometimes’ cycling to school rose 6.8 percentage points from 19.3% to 26.1%
- Weekly cycling to school rose 2.7 percentage points from 9.3% to 12.0%.
As part of our monitoring, parent and carer surveys were distributed amongst intensively engaged schools. The survey received 269 responses from 9 project areas. Results show that over half of parents surveyed (55.6%), said their child now cycles more outside of school and 93.8% allow their child to cycle outside of school.

Comments from parents included:

“2 weeks before I Bike my child couldn't & wouldn't ride a bike. The fear of doing this [I Bike] and not be able to cycle gave her the determination to try, and now she is much more confident.” – Parent, Aberdeen City

“My child has gained more confidence since participating in the I Bike programme.” – Parent, Glasgow City

I Bike has been a fantastic project for all our family kids. All 3 love to cycle to school and are far more motivated to get going in the morning. Feeling more independent. – Parent, Aberdeenshire
Teacher surveys were distributed to understand cultural changes and perceptions within the schools. The survey received 102 responses from 11 project areas with a summary of feedback below.

- Teachers thought bike rides and walks were the most important factors in promoting/improving walking/cycling at their school (89.4%)
- 88.8% thought cycle/scooter/walking training was very important or important, whilst 87.8% thought promotional events (Bike breakfasts, Dr Bike etc.) were very important or important
- 85.1% of teachers thought I Bike had an excellent or good impact on getting pupils at the school more physically active
- 90.2% of teachers said the number of pupils cycling had risen
- 100% of teachers would recommend I Bike to other schools.

“Before I bike were involved no one cycled to school at all, due to a steep hill and it not being cool. At least 10-11 a day now cycle with up to 35 a day during our bike week”

— Teacher, Dundee

“Pupils are definitely inspired to be on their bikes and into the outdoors more. Some of our pupils have experienced activities and been out to local places they would not have had chance to see. Most importantly our school has raised the profile of walk/cycle/scoot to school and road safety.”

— Teacher, Aberdeenshire
Partner surveys were distributed to understand cultural changes and perceptions within the schools. The survey received 34 responses from 9 project areas with a summary of feedback below. Respondents included local authority contacts, Cycling Scotland, SWestrans and NHS Dumfries and Galloway.

- 87.9% of partners thought I Bike had an excellent or good impact on increasing cycling levels amongst children
- 90.9% thought there had been an excellent or good impact on raising the profile of cycling within the local area
- 76.5% thought there had been an excellent or good impact on helping to positively promote their work to increase pupil’s participation in cycling outside of school.
- 91.2% of partners thought I Bike had an excellent or good impact on helping to positively promote their work to increase physical activity among school pupils.
Case Study: Learn to Ride

Danderhall were the first primary school in Midlothian to take part in some lessons designed by our Midlothian officer to prepare pupils for Bikeability, with a focus on improving spacial awareness and offering a chance to identify pupils who needed extra support. It was also an opportunity to get their own bikes checked and have adjustments made to their bikes to make sure they were safe.

In East Dunbartonshire, Westerton Primary School started an after-school learn to ride session to help get everyone in school cycling. Parents were invited to come along and get involved in helping their child to cycle. This helped with engagement and uptake in the sessions. Over just two sessions the I Bike officer managed to teach 17 children to cycle!

“I would like to take this opportunity to tell you what a fantastic service you provide and what a difference it makes for children like my son who was unable to cycle and me as a parent who was unable to teach him. I cannot address enough how grateful I am for the hard work and dedication Roslynn [I Bike Officer] gave to our son. Each lesson made his confidence grow and thanks to her he is now able to ride a bike which makes us feel really proud and happy. Your staff are a real credit to you especially Roslyn and I wish you all the best for the future and hope that you will have plenty more happy children and parents in the years to come. Big thanks from all of us.” – Parent, Midlothian
The data below demonstrates how I Bike schools have achieved the following:

- Active travel to school increased from 53.1% to 62.2% after one year.
- Weekly walking rose 8.6 percentage points to 56.2% after one year.
- Cycling rose 3.7 percentage points and scooting/skating 1.4 percentage points after two years.

**Pupil Data after one year**

- After one year, pupils travelling actively to school has risen to 62.2% (Chart 1-1).
- Cycling rose 4.3 percentage points and walking 2.4 percentage points.
- Pupils scooting/skating to school rose 2.4 percentage points.
- Car use fell 6.2 percentage points.

**Chart 1-1 Usual travel to school 2017-18 after one year**
Walking Frequency 2017-2018 After One Year

- Weekly walking rose 8.6 percentage points to 56.2% (Chart 1-2)
- Pupils sometimes walking fell 3.4 percentage points
- Pupils never walking fell 5.1 percentage points to 17.6%.

Chart 1-2 Walking frequency 2017-2018 after one year

Scooting/Skating Frequency 2017-2018 After One Year

- 7.5% of pupils scoot/skate to school at least once a week (Chart 1-3).
- 25.6% of pupils scoot/skate to school weekly or sometimes.
- Pupils never scooting/skating fell to 74.4%.

Chart 1-3 Scooting/skating frequency 2017-2018 after one year

After one year, pupils walking to school at least once a week rose 8.6 percentage points to 56.2%.
PUPIL DATA AFTER TWO YEARS

- The percentage of pupils travelling actively to school remained stable at 68.3% (Chart 1-4)
- Cycling rose 3.7 percentage points and scooting/skating 1.4 percentage points
- Pupils walking to school fell 5.6 percentage points
- Car use rose 1.0 percentage point.

Chart 1-4 Usual travel to school 2017-18 after two years

WHAT OUR PUPILS AND TEACHERS SAID

A number of children commented on their enthusiasm for cycling to school, giving them time to enjoy being active.

Teachers also commented on the inclusivity that I Bike has brought to their school, many noted that “everyone can do it [cycle]”, regardless of sporting ability or any social stigma attached to other sporting activities in school.

“It’s really fun. It gets you on your bike and gets you outdoors and you can have adventures on your bike.” - Pupil, Mauricewood Primary, Midlothian

“There are more children that cycle to school and there are children who have a knowledge about their bikes, they’ve got an understanding about all the different components of it that was covered with I Bike.” - Teacher, Argnask Primary, Perth.
After two years, 31.0% of pupils sometimes walk to school.

Walking frequency 2017-2018 after two years
- Weekly walking fell 6.3 percentage points to 51.4% (Chart 1-5)
- 31.0% of pupils sometimes walk to school, showing a rise of 4.0 percentage points
- Pupils never walking fell 2.3 percentage points to 17.6%.

Chart 1-5 Walking frequency 2017-2018 after two years

Scooting/Skating frequency 2017-2018 after two years
- Weekly scooting/skating rose 2.3 percentage points to 9.9% (Chart 1-6)
- Pupils sometimes scooting/skating rose to 23.7%
- Pupils never scooting/skating fell 5.7 percentage points to 66.4%.

Chart 1-6 Walking frequency 2017-2018 after two years

The Cycling Action Plan 2017 highlights the disparity between primary and secondary active travel rates, and states that “there needs to be a concerted effort to increase the numbers of secondary students cycling to school, and receiving the Bikeability Scotland level 3 training.”

To make this a realistic option, I Bike officers have developed a number of activities which meet the aims of the project and are focused specifically to tackle the drop-off in cycling levels in the transition from primary to secondary school:

- Transition bike rides from feeder primary schools to secondary schools
- Integrating cycling within Core PE for S1/2 pupils
- Transition mapping sessions

396 pupils, parents, siblings and teachers participated in transition rides, walks and scoots to secondary school.

“THE THIRD YEARS WE DID IT WITH, WHEN WE HAD THEM ON THE BIKES THEY WERE LIKE, ‘I’VE NOT BEEN CYCLING SINCE PRIMARY SCHOOL... AND THEN I THINK WHEN THEY WENT BACK ON IT THE REALISED IT WAS GREAT FUN.”

TEACHER, LENZIE ACADEMY, EAST DUNBARTONSHIRE.

WHAT OUR PUPILS SAID

Focus group feedback from pupils and teachers showed mixed opinions on whether pupils continue to cycle when transitioning to secondary school.

Some children acknowledged there may be a gap between older and younger cyclists while others thought those who cycled to school were a mix of ages. No children answered that a majority existed of older pupils cycling to school.

“They’ve [older pupils] got more things to focus on like exams and things like that so I think it would be a lot more harder to cycle.” - Pupil, Braeview Academy, Dundee.

“When you grow up you get more responsibility to go by yourself on your bike or your scooter to school, so that’s why I think it’s about the same.” - Pupil, Mauricewood Primary, Midlothian.
Despite the targeted activities, the pupil survey data shows there is still a gap between primary and secondary school cycling levels that needs to be addressed. After one year, 9.8% of primary pupils cycled to school, compared to 1.5% of pupils at secondary school (Chart 1-7).

It is encouraging however, that the percentage of secondary school pupils walking to school increased whilst the percentage travelling to school by car also decreased and therefore overall, active travel increased from 42.3% to 48.6% (Chart 1-8).

**Chart 1-7 Comparison of cycling levels at primary and secondary schools in 2017-2018 after one year**

**Chart 1-8 Usual travel to school at secondary schools in 2017-2018 after one year**
Case Study: Braeview Academy Bikeability Level 3 & Queensferry After School Club

Braeview Academy were one of only three schools in Scotland to take part in a level three pilot in September 2017.

Pupils took part in a recap of level one and two sessions. Level two sessions were held on roads around the school where pupils may ride when cycling to and from school. The first part of the level three programme was in a class room session. In the practical session pupils had the opportunity ride in a level three environment.

This gave them the experience of riding more complex junctions and roundabouts near the school.

Meanwhile in Edinburgh, Queensferry High’s after school club has really taken off. Every Monday, the club made up of young people from S1 to S3 meet after school to ride a series of routes run by Sustrans staff, a teacher and two Sustrans volunteers. Routes include the Dalmeny Estate, Hopetoun House and the Vat run skills loop.

Since October they have started maintenance sessions too. The club get to service their own bikes, as well as a fleet of pre-loved bikes. The bikes need reconditioned, and give the club experience in bike mechanics but also benefit the primary schools as, once fixed, will be used as loan bikes for bikeability training.
Aim 5: To respond to the differing needs boys and girls regarding cycling.

The data below demonstrates how I Bike schools have achieved the following:

- 7.3% of girls usually cycled to school after one year.
- There was a rise of 9.8 percentage points in girls travelling by an active mode.
- Over a quarter of girls (28.4%) would prefer to travel by bike.

52 girl specific activities delivered in 2017-2018
644 pupil, parent, sibling and teacher attendances
11 schools/organisations engaged

"I HAVE A GROUP OF FIRST YEAR GIRLS WHO HAVE GONE ON AND WE HAVE SET UP A CYCLE SPEEDWAY TEAM, WE’RE THE ONLY GIRLS’ TEAM IN SCOTLAND"

Teacher, Braeview Academy, Dundee

Chart 1-9 % of girls usually cycling to school after one year 2017-2018

Pupil survey results show that after one year, there has been a rise from 3.5% to 7.3% of girls usually cycling to school (Chart 1-9). In comparison to 10.5% of boys usually cycling.

Overall there has been a rise in girls travelling actively to school. This rose 9.8 percentage points to 61.7%. After one year, 62.6% of boys travelled actively to school compared to 54.4% previously.

Girls cycling to school on a weekly basis rose from 4.9% to 9.1%, whilst girls never cycling fell 12.1 percentage points to 61.9%.

Results also show girls have a desire to cycle to school, with 28.4% saying they would prefer to travel by bike after one year. 34.2% of boys would prefer to travel this way.
Case Study: I Bike Girls

Around 40 teenage girls from seven secondary schools came together again at Larbert high school to take part in our second multi-school girls day cycle.

The event which was held to promote and encourage cycling and physical activity in girls, was attended by Female pupils from Dundee, Midlothian, East Dunbartonshire and Falkirk. The ride was also supported by I Bike Officers and Coordinators and the I Bike Manager Lynn Stocks.

The group cycled on local shared use paths through Larbert to Camelon then along the Forth and Clyde Canal to the Kelpies then returned to Larbert High via the path network through Abbotshaugh Woodland.

The girls were great and all seemed to enjoy themselves. The group was a mix of ages and abilities and everyone gave it maximum effort. The ride was also attended and supported by teachers from each school and Active Schools Coordinators. It wouldn’t have been possible without this team work.

One common concern raised by female pupils in the focus groups was the issue of uniform and cycling in a mixed sex group. However, when asked about separating boys and girls for tasks during the I Bike officers visit, the pupils did not want a gender split.

Teachers linked initiatives in sport for girls to the number of girls cycling and spoke about the success of activities specifically for girls and vulnerable pupils in encouraging active travel.

“We’ve got a whole group of girls who’ve just really got into it and love it. They’re very protective, they don’t have anyone else join the team but they’re all first year girls so I’m hoping they continue.”

Teacher, Braeview Academy, Dundee.

March 2019
Aim 6: To create a culture of cycling at project schools that can be sustained once the project officer has departed.

One of the main aims of the I Bike project is to create a cycling culture that is sustained after the project officer has departed the school. Teachers have commented on the continued support from parents and teaching staff alike. They also spoke about their I Bike officer creating momentum to help drive the school to a more sustainable future with regards to active travel. Some schools have invested in biking and scooter equipment and are campaigning for better infrastructure suited to active travel.

“**I would like to say it would continue to have an impact. I suppose it’s up to the school now to continue driving that forward, but I think the enthusiasm from Emily (the I Bike officer) and all the knowledge that she’s shared with myself and other members of staff then I think we’re quite able to take that forward.**” - Teacher, Gateside Primary, North Ayrshire.

“**Well, we’re hoping that we’re going to be able to continue the things that have been started so that it will have a lasting effect. Things like our mini riders... ‘cause these children are saying they want to be part of it again and so we’re just going to keep that consistent and try to keep the momentum going to try and get that lasting effect.**” - Teacher, Mauricewood Primary, Midlothian.

**549 activities delivered in ‘at distance’ schools**

**21,884 pupil, parent, sibling and teacher attendances**

**79 schools/organisations engaged**

“I gave a proposal to the head teacher about trying to get a cycle path put in towards the school through Lenzie... there’s no cycle lane in Lenzie. The road in front of our school links straight to another big primary school which is then linked up... The Council are going [to be] looking at getting that path all the way from the primary school and from the secondary school.” - Teacher, Lenzie Academy, Glasgow.
## Appendix

### 2.1 Appendix 1: Usual mode of travel to school in I Bike areas

**Table 2-1** Usual mode of travel to school in I Bike areas 2017-2018

<table>
<thead>
<tr>
<th>Area</th>
<th>Pre 2017-2018</th>
<th>Post 2017-2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bike %</td>
<td>Walk %</td>
</tr>
<tr>
<td>Aberdeen City</td>
<td>2.5%</td>
<td>63.7%</td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>3.1%</td>
<td>45.5%</td>
</tr>
<tr>
<td>Dumfries &amp; Galloway</td>
<td>2.6%</td>
<td>43.4%</td>
</tr>
<tr>
<td>Dundee</td>
<td>7.0%</td>
<td>38.9%</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>5.7%</td>
<td>57.0%</td>
</tr>
<tr>
<td>Falkirk</td>
<td>4.0%</td>
<td>36.3%</td>
</tr>
<tr>
<td>Glasgow City</td>
<td>4.2%</td>
<td>51.2%</td>
</tr>
<tr>
<td>Midlothian 1</td>
<td>7.2%</td>
<td>38.3%</td>
</tr>
<tr>
<td>Midlothian 2</td>
<td>9.8%</td>
<td>48.6%</td>
</tr>
<tr>
<td>Perth &amp; Kinross</td>
<td>4.5%</td>
<td>38.4%</td>
</tr>
<tr>
<td>West Lothian</td>
<td>4.0%</td>
<td>38.4%</td>
</tr>
</tbody>
</table>

*Not all areas have data available*
Table 2-2 Usual mode of travel to school in I Bike areas after two years*

<table>
<thead>
<tr>
<th></th>
<th>Baseline</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>Post year one</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>Post year two</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bike</td>
<td>Walk</td>
<td>Scoot/skate</td>
<td>Car</td>
<td>Park &amp; stride</td>
<td>Bus</td>
<td>Train / Other</td>
<td>Bike</td>
<td>Walk</td>
<td>Scoot/skate</td>
<td>Car</td>
<td>Park &amp; stride</td>
<td>Bus</td>
<td>Train / Other</td>
<td>Bike</td>
<td>Walk</td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>13.1%</td>
<td>47.7%</td>
<td>5.5%</td>
<td>23.2%</td>
<td>7.0%</td>
<td>3.4%</td>
<td>0.0%</td>
<td>14.7%</td>
<td>48.4%</td>
<td>5.7%</td>
<td>20.5%</td>
<td>7.1%</td>
<td>3.2%</td>
<td>0.3%</td>
<td>18.0%</td>
<td>40.8%</td>
</tr>
<tr>
<td>East Dunbartonshire</td>
<td>8.1%</td>
<td>61.1%</td>
<td>3.7%</td>
<td>23.8%</td>
<td>3.2%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>6.5%</td>
<td>66.3%</td>
<td>5.5%</td>
<td>15.4%</td>
<td>6.4%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>21.4%</td>
<td>43.7%</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>5.1%</td>
<td>59.5%</td>
<td>10.0%</td>
<td>18.1%</td>
<td>5.4%</td>
<td>1.8%</td>
<td>0.1%</td>
<td>5.9%</td>
<td>56.8%</td>
<td>15.5%</td>
<td>14.6%</td>
<td>6.5%</td>
<td>0.2%</td>
<td>0.3%</td>
<td>8.6%</td>
<td>55.6%</td>
</tr>
<tr>
<td>Falkirk</td>
<td>5.8%</td>
<td>53.3%</td>
<td>5.4%</td>
<td>24.6%</td>
<td>7.7%</td>
<td>3.0%</td>
<td>0.2%</td>
<td>8.1%</td>
<td>54.8%</td>
<td>3.0%</td>
<td>24.9%</td>
<td>5.5%</td>
<td>3.6%</td>
<td>0.1%</td>
<td>11.0%</td>
<td>46.4%</td>
</tr>
<tr>
<td>Perth &amp; Kinross</td>
<td>22.9%</td>
<td>39.9%</td>
<td>13.4%</td>
<td>9.7%</td>
<td>6.8%</td>
<td>7.3%</td>
<td>0.0%</td>
<td>13.1%</td>
<td>44.0%</td>
<td>13.6%</td>
<td>7.4%</td>
<td>13.6%</td>
<td>7.9%</td>
<td>0.3%</td>
<td>10.6%</td>
<td>44.4%</td>
</tr>
</tbody>
</table>

*Not all areas have pre and post data available over two years
## Appendix 2: Weekly cycling/walking/scooting/skating in I Bike areas

### Table 2-3 Weekly cycling to school in I Bike areas 2017-2018

<table>
<thead>
<tr>
<th>Area</th>
<th>No. of pupils</th>
<th>%</th>
<th>No. of pupils</th>
<th>%</th>
<th>% point change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen City</td>
<td>42</td>
<td>6.9%</td>
<td>17</td>
<td>15.3%</td>
<td>8.4%</td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>33</td>
<td>3.5%</td>
<td>52</td>
<td>5.9%</td>
<td>2.4%</td>
</tr>
<tr>
<td>Dumfries &amp; Galloway</td>
<td>37</td>
<td>8.7%</td>
<td>23</td>
<td>7.5%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Dundee</td>
<td>27</td>
<td>6.3%</td>
<td>20</td>
<td>9.4%</td>
<td>3.0%</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>20</td>
<td>5.9%</td>
<td>22</td>
<td>7.5%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Falkirk</td>
<td>56</td>
<td>6.9%</td>
<td>56</td>
<td>6.7%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Glasgow City</td>
<td>113</td>
<td>4.3%</td>
<td>334</td>
<td>11.6%</td>
<td>7.3%</td>
</tr>
<tr>
<td>Midlothian 1</td>
<td>55</td>
<td>23.6%</td>
<td>39</td>
<td>11.6%</td>
<td>11.9%</td>
</tr>
<tr>
<td>Midlothian 2</td>
<td>195</td>
<td>16.3%</td>
<td>209</td>
<td>19.0%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Perth &amp; Kinross</td>
<td>7.8%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Lothian</td>
<td>7.3%</td>
<td>104</td>
<td>9.1%</td>
<td>127</td>
<td>1.8%</td>
</tr>
</tbody>
</table>

### Table 2-4 Weekly cycling to school in I Bike areas over a two year period

<table>
<thead>
<tr>
<th>Area</th>
<th>Baseline</th>
<th>Post year one</th>
<th>Post year two</th>
<th>% point change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeenshire</td>
<td>222</td>
<td>15.1%</td>
<td>183</td>
<td>15.8%</td>
</tr>
<tr>
<td>Dumfries &amp; Galloway</td>
<td>289</td>
<td>8.3%</td>
<td>310</td>
<td>15.2%</td>
</tr>
<tr>
<td>Dundee</td>
<td>13</td>
<td>2.6%</td>
<td>14</td>
<td>5.4%</td>
</tr>
<tr>
<td>East Dunbartonshire 1</td>
<td>35</td>
<td>6.4%</td>
<td>32</td>
<td>8.2%</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>79</td>
<td>5.8%</td>
<td>68</td>
<td>4.7%</td>
</tr>
<tr>
<td>Falkirk</td>
<td>76</td>
<td>6.7%</td>
<td>122</td>
<td>10.4%</td>
</tr>
<tr>
<td>Midlothian 1</td>
<td>106</td>
<td>6.3%</td>
<td>77</td>
<td>5.4%</td>
</tr>
<tr>
<td>Perth &amp; Kinross</td>
<td>275</td>
<td>13.5%</td>
<td>272</td>
<td>20.0%</td>
</tr>
</tbody>
</table>

---

1. Not all areas have data available
2. Because the number of pupils surveyed may differ at pre and post, number of pupils may be higher at post but the percentage may be lower or number of pupils may be lower and the percentage may be higher when compared to pre values.
3. Key:
   - percentage point change rose by more than one
   - percentage point change is less than one
   - percentage point change fell more than one

---

9 Not all areas have data available
10 Due to school strikes no post pupil survey data was collected from East Dunbartonshire 1 schools
### Table 2-5 Weekly walking to school in I Bike areas over a one year period

<table>
<thead>
<tr>
<th>Area</th>
<th>Baseline</th>
<th>Post year one</th>
<th>% point change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen City</td>
<td>219</td>
<td>50</td>
<td>16.7%</td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>236</td>
<td>260</td>
<td>9.4%</td>
</tr>
<tr>
<td>Dumfries &amp; Galloway</td>
<td>104</td>
<td>65</td>
<td>10.3%</td>
</tr>
<tr>
<td>Dundee</td>
<td>52</td>
<td>42</td>
<td>11.1%</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>97</td>
<td>79</td>
<td>6.9%</td>
</tr>
<tr>
<td>Falkirk</td>
<td>202</td>
<td>187</td>
<td>1.5%</td>
</tr>
<tr>
<td>Glasgow City</td>
<td>898</td>
<td>1060</td>
<td>15.0%</td>
</tr>
<tr>
<td>Midlothian 1</td>
<td>67</td>
<td>82</td>
<td>-0.6%</td>
</tr>
<tr>
<td>Midlothian 2</td>
<td>397</td>
<td>358</td>
<td>-0.8%</td>
</tr>
<tr>
<td>Perth &amp; Kinross</td>
<td>136</td>
<td>91</td>
<td>5.0%</td>
</tr>
<tr>
<td>West Lothian</td>
<td>304</td>
<td>283</td>
<td>1.7%</td>
</tr>
</tbody>
</table>

Not all areas have data available.

Because the number of pupils surveyed may differ at pre and post, number of pupils may be higher at post but the percentage may be lower or number of pupils may be lower and the percentage may be higher when compared to pre values.

### Table 2-6 Weekly walking to school in I Bike areas over a two year period

<table>
<thead>
<tr>
<th>Area</th>
<th>Baseline</th>
<th>Post year one</th>
<th>Post year two</th>
<th>% point change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeenshire</td>
<td>430</td>
<td>339</td>
<td>325</td>
<td>4.2%</td>
</tr>
<tr>
<td>East Dunbartonshire 1</td>
<td>122</td>
<td>56</td>
<td>32</td>
<td>15.7%</td>
</tr>
<tr>
<td>Edinburgh 1</td>
<td>421</td>
<td>432</td>
<td>376</td>
<td>6.5%</td>
</tr>
<tr>
<td>Falkirk</td>
<td>292</td>
<td>287</td>
<td>173</td>
<td>13.2%</td>
</tr>
<tr>
<td>Perth &amp; Kinross</td>
<td>72</td>
<td>77</td>
<td>79</td>
<td>3.8%</td>
</tr>
</tbody>
</table>

Not all areas have data available.

---

12 Not all areas have data available
13 Because the number of pupils surveyed may differ at pre and post, number of pupils may be higher at post but the percentage may be lower or number of pupils may be lower and the percentage may be higher when compared to pre values.
14 Not all areas have data available
### Table 2-7 Weekly scooting/skating to school in I Bike areas over a one year period\(^{15}\)

<table>
<thead>
<tr>
<th>Area</th>
<th>No. of pupils</th>
<th>%</th>
<th>No. of pupils</th>
<th>%</th>
<th>% point change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen City</td>
<td>3</td>
<td>1.0%</td>
<td>2</td>
<td>2.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Aberdeenshire</td>
<td>57</td>
<td>8.7%</td>
<td>92</td>
<td>17.5%</td>
<td>8.8%</td>
</tr>
<tr>
<td>Dumfries &amp; Galloway</td>
<td>15</td>
<td>4.7%</td>
<td>6</td>
<td>2.0%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Dundee</td>
<td>7</td>
<td>2.1%</td>
<td>1</td>
<td>0.7%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>16</td>
<td>6.5%</td>
<td>21</td>
<td>13.2%</td>
<td>6.7%</td>
</tr>
<tr>
<td>Falkirk</td>
<td>16</td>
<td>4.0%</td>
<td>13</td>
<td>3.2%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Glasgow City</td>
<td>80</td>
<td>4.8%</td>
<td>102</td>
<td>6.8%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Midlothian 1</td>
<td>12</td>
<td>11.7%</td>
<td>10</td>
<td>5.3%</td>
<td>6.4%</td>
</tr>
<tr>
<td>Midlothian 2</td>
<td>111</td>
<td>16.1%</td>
<td>57</td>
<td>9.7%</td>
<td>6.4%</td>
</tr>
<tr>
<td>Perth &amp; Kinross</td>
<td>29</td>
<td>9.1%</td>
<td>23</td>
<td>7.7%</td>
<td>1.4%</td>
</tr>
<tr>
<td>West Lothian</td>
<td>55</td>
<td>6.6%</td>
<td>39</td>
<td>5.3%</td>
<td>1.3%</td>
</tr>
</tbody>
</table>

**Note:** Not all areas have data available.

### Table 2-8 Weekly scooting/skating to school in I Bike areas over a two year period\(^{17}\)

<table>
<thead>
<tr>
<th>Area</th>
<th>No. of pupils</th>
<th>%</th>
<th>No. of pupils</th>
<th>%</th>
<th>No. of pupils</th>
<th>%</th>
<th>% point change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen City</td>
<td>37</td>
<td>5.0%</td>
<td>36</td>
<td>6.3%</td>
<td>48</td>
<td>6.1%</td>
<td>1.1%</td>
</tr>
<tr>
<td>East Dunbartonshire 1</td>
<td>5</td>
<td>2.7%</td>
<td>7</td>
<td>8.4%</td>
<td>4</td>
<td>6.4%</td>
<td>3.8%</td>
</tr>
<tr>
<td>Edinburgh</td>
<td>79</td>
<td>13.2%</td>
<td>98</td>
<td>17.0%</td>
<td>76</td>
<td>14.5%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Falkirk</td>
<td>27</td>
<td>6.6%</td>
<td>29</td>
<td>4.9%</td>
<td>32</td>
<td>9.8%</td>
<td>3.2%</td>
</tr>
<tr>
<td>Perth &amp; Kinross</td>
<td>21</td>
<td>16.7%</td>
<td>25</td>
<td>20.4%</td>
<td>27</td>
<td>25.3%</td>
<td>8.6%</td>
</tr>
</tbody>
</table>

**Note:** Not all areas have data available.

---

\(^{15}\) Not all areas have data available.

\(^{16}\) Because the number of pupils surveyed may differ at pre and post, number of pupils may be higher at post but the percentage may be lower or number of pupils may be lower and the percentage may be higher when compared to pre values.

\(^{17}\) Not all areas have data available.
### 2.3 Appendix 3: Activity log

#### Table 2-10 Total number of activities delivered in 2017-2018

<table>
<thead>
<tr>
<th>Activity</th>
<th>Total logs</th>
<th>Pupils</th>
<th>Staff</th>
<th>Parents</th>
<th>Siblings</th>
<th>Volunteers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Travel Act lesson</td>
<td>6</td>
<td>199</td>
<td>7</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Active Travel Breakfast</td>
<td>109</td>
<td>7,668</td>
<td>321</td>
<td>849</td>
<td>96</td>
<td>36</td>
</tr>
<tr>
<td>Art And Design</td>
<td>14</td>
<td>307</td>
<td>20</td>
<td>0</td>
<td>1</td>
<td>0</td>
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<td>46</td>
<td>4</td>
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<td>Dr. Bike/Dr. Scooter</td>
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<td>81</td>
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<td>747</td>
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<td>94</td>
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<td>252</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Mixed mode ride/walk/scoot</td>
<td>3</td>
<td>113</td>
<td>6</td>
<td>9</td>
<td>0</td>
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<td>1</td>
<td>17</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<td>Other Interest and Enthusiasm Session</td>
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<td>9,295</td>
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<td>Other Stakeholder Meeting</td>
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<td>Personalised Travel Planning</td>
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<td>Prize Giving</td>
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<td>1</td>
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<td>1</td>
<td>1</td>
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<td>School Champion Meeting</td>
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<td>303</td>
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<td>0</td>
<td>1</td>
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<td>School Staff Planning Meeting</td>
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<td>89</td>
<td>7</td>
<td>0</td>
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<td>Science</td>
<td>10</td>
<td>622</td>
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<td>0</td>
<td>0</td>
<td>1</td>
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<td>Scooting Skills</td>
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<td>6,866</td>
<td>383</td>
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<td>0</td>
<td>57</td>
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<td>Special Event</td>
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<td>9,951</td>
<td>401</td>
<td>175</td>
<td>10</td>
<td>15</td>
</tr>
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<td>Train the Trainer (Bikeability)</td>
<td>26</td>
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<td>159</td>
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<td>0</td>
</tr>
<tr>
<td>Volunteer Meeting</td>
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<td>1</td>
<td>1</td>
<td>1</td>
<td>0</td>
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<td><strong>Total</strong></td>
<td><strong>2,404</strong></td>
<td><strong>90,705</strong></td>
<td><strong>4,558</strong></td>
<td><strong>2,357</strong></td>
<td><strong>175</strong></td>
<td><strong>719</strong></td>
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</table>
## Appendix 4: Bike Counts

### Table 2-11 Dumfries Bike and Scooter Counts 2017-2018

<table>
<thead>
<tr>
<th>School name</th>
<th>Max bike count</th>
<th>Max bike count -% of school roll</th>
<th>Max scooter count</th>
<th>Max scooter count - % of school roll</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brydekirk Primary School</td>
<td>0</td>
<td>0%</td>
<td>3</td>
<td>10%</td>
</tr>
<tr>
<td>Canonbie Primary School</td>
<td>3</td>
<td>4%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Cargenbridge School</td>
<td>22</td>
<td>21%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Castle Douglas Primary School</td>
<td>16</td>
<td>4%</td>
<td>21</td>
<td>5%</td>
</tr>
<tr>
<td>Dalbeattie Primary School</td>
<td>26</td>
<td>8%</td>
<td>19</td>
<td>6%</td>
</tr>
<tr>
<td>Gatehouse of Fleet</td>
<td>13</td>
<td>11%</td>
<td>4</td>
<td>3%</td>
</tr>
<tr>
<td>Heathhall Primary School</td>
<td>96</td>
<td>42%</td>
<td>52</td>
<td>23%</td>
</tr>
<tr>
<td>Hecklegirth School</td>
<td>11</td>
<td>6%</td>
<td>2</td>
<td>1%</td>
</tr>
<tr>
<td>Lincluden School</td>
<td>27</td>
<td>11%</td>
<td>26</td>
<td>10%</td>
</tr>
<tr>
<td>Locharbriggs School</td>
<td>6</td>
<td>5%</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td>Lochside School</td>
<td>23</td>
<td>12%</td>
<td>12</td>
<td>6%</td>
</tr>
<tr>
<td>Lockerbie Primary School</td>
<td>48</td>
<td>15%</td>
<td>25</td>
<td>8%</td>
</tr>
<tr>
<td>Maxwelltown High School</td>
<td>3</td>
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<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Shawhead School</td>
<td>1</td>
<td>4%</td>
<td>2</td>
<td>7%</td>
</tr>
<tr>
<td>St Michael's School</td>
<td>6</td>
<td>3%</td>
<td>4</td>
<td>2%</td>
</tr>
<tr>
<td>St Ninian's School</td>
<td>26</td>
<td>19%</td>
<td>12</td>
<td>9%</td>
</tr>
<tr>
<td>Twynholm Primary School</td>
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<td>34%</td>
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</table>

### Table 2-12 Dundee Bike and Scooter Counts 2017-2018

<table>
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<th>School name</th>
<th>Max bike count</th>
<th>Max bike count -% of school roll</th>
<th>Max scooter count</th>
<th>Max scooter count - % of school roll</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ancrum Road Primary School</td>
<td>17</td>
<td>4%</td>
<td>80</td>
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</tr>
<tr>
<td>Ballumbie Primary School</td>
<td>83</td>
<td>21%</td>
<td>57</td>
<td>15%</td>
</tr>
<tr>
<td>Braeview Academy</td>
<td>25</td>
<td>5%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Fintry Primary School</td>
<td>44</td>
<td>11%</td>
<td>30</td>
<td>8%</td>
</tr>
<tr>
<td>Forthill Primary School</td>
<td>25</td>
<td>4%</td>
<td>10</td>
<td>2%</td>
</tr>
<tr>
<td>Mill Of Mains Primary School</td>
<td>75</td>
<td>28%</td>
<td>56</td>
<td>21%</td>
</tr>
<tr>
<td>St Andrews RC Primary School</td>
<td>81</td>
<td>23%</td>
<td>73</td>
<td>21%</td>
</tr>
<tr>
<td>St Fergus RC Primary School</td>
<td>24</td>
<td>14%</td>
<td>15</td>
<td>9%</td>
</tr>
<tr>
<td>St Francis (Pitkerro Road Campus)</td>
<td>17</td>
<td>9%</td>
<td>5</td>
<td>3%</td>
</tr>
<tr>
<td>St Francs (Longhaugh Road Campus)</td>
<td>17</td>
<td>7%</td>
<td>25</td>
<td>10%</td>
</tr>
<tr>
<td>St Pius RC Primary School</td>
<td>26</td>
<td>14%</td>
<td>20</td>
<td>11%</td>
</tr>
<tr>
<td>Victoria Park Primary School</td>
<td>25</td>
<td>7%</td>
<td>54</td>
<td>29%</td>
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</table>
### Edinburgh Bike and Scooter Counts 2017-2018

<table>
<thead>
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<th>Max scooter count</th>
<th>Max scooter count - % of school roll</th>
</tr>
</thead>
<tbody>
<tr>
<td>Queensferry Primary School</td>
<td>66</td>
<td>17%</td>
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<td>13%</td>
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</tbody>
</table>

### Midlothian Bike and Scooter Counts 2017-2018

<table>
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<th>School name</th>
<th>Max bike count</th>
<th>Max bike count - % of school roll</th>
<th>Max scooter count</th>
<th>Max scooter count - % of school roll</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dalkeith High School</td>
<td>17</td>
<td>2%</td>
<td>3</td>
<td>0%</td>
</tr>
<tr>
<td>Danderhall Primary School</td>
<td>69</td>
<td>27%</td>
<td>29</td>
<td>11%</td>
</tr>
<tr>
<td>Kings Park Primary School</td>
<td>9</td>
<td>2%</td>
<td>26</td>
<td>5%</td>
</tr>
<tr>
<td>Mayfield Primary School</td>
<td>13</td>
<td>6%</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Newbattle High School</td>
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<td>1%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Newtongrange Primary School</td>
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<td>6%</td>
<td>21</td>
<td>6%</td>
</tr>
<tr>
<td>Woodburn Primary School</td>
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<td>11%</td>
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### Perth and Kinross Bike and Scooter Counts 2017-2018

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<th>Max bike count - % of school roll</th>
<th>Max scooter count</th>
<th>Max scooter count - % of school roll</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blackford Primary</td>
<td>33</td>
<td>50%</td>
<td>8</td>
<td>12%</td>
</tr>
<tr>
<td>Braco Primary</td>
<td>23</td>
<td>46%</td>
<td>2</td>
<td>4%</td>
</tr>
<tr>
<td>Errol Primary</td>
<td>3</td>
<td>1%</td>
<td>5</td>
<td>2%</td>
</tr>
<tr>
<td>Muthill Primary</td>
<td>3</td>
<td>5%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Royal School of Dunkeld</td>
<td>65</td>
<td>42%</td>
<td>2</td>
<td>1%</td>
</tr>
<tr>
<td>The Community School of Auchterard</td>
<td>27</td>
<td>3%</td>
<td>41</td>
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Update on A96 Dualling Programme

Background

The Scottish Government has committed to dualling the A96 from Aberdeen to Inverness by 2030. The route has been divided into sections with each section assigned a project manager and project team and each are progressing at different rates with routes to the north and south of Elgin being the most advanced at this stage.

Route assessment and design follows the planning and assessment stages and standards set out in the Department for Transport’s Design Manual for Roads and Bridges (DMRB) for Trunk Roads. The Aberdeen East of Huntly section is currently at design Stage 2.

AmeyArup, a joint venture company, are taking forward the design of the East of Huntly section and held a Route Options Exhibition in October 2018. This identified the routes which were being taken forward for detailed assessment and the routes and alignments which had been considered but ruled out. Those rejected included the routes most closely affecting Bennachie and the alignment following the A947 south of Oldmeldrum-Newmachar (referred to as Option Q).

The ‘Online at Inverurie’ – OLI - option had also been previously ruled out, broadly this is the option of following closely the alignment of the exiting A96 or “dualling the existing A96”. This is due to the challenges of delivering an online dualling without significantly adversely affecting neighbouring communities and properties and the attendant challenges of maintaining or enabling side road access to existing properties.

Further information on the assessment of the on-line option in relation to Inverurie was published on the Transport Scotland website in April and is available to download from:


The route options previously identified included several options of routes to the north and south of Inverurie, several options for crossing the Don and three route options between Inverurie and Huntly. Some of the options presented would have a greater degree of impact on existing communities and properties than others.

AmeyArup and Transport Scotland committed to come back in spring of this year with a reduced number of options to give greater clarity to communities and individuals.

The 2018 public exhibition and online consultation generated a significant level of correspondence which was in excess of that anticipated and to a much greater degree than has been found on other sections of the route or other similar projects.

As such official responses to those responding to the route options exhibition (including the Council) were only received in mid-May. This delay in responding has led to public criticism of Transport Scotland and to additional correspondence being generated to AmeyArup and the Council.
Infrastructure Services considered its response at its meeting of 29 November 2018 and a copy of the final response which was agreed by the Chair, Vice-Chair and Opposition spokesperson is appended below.

The formal response from Transport Scotland to the Council’s submission is appended at the end of this update along with a published Frequently Asked Questions sheet which was issued to all respondents.

Discussions with AmeyArup have been ongoing with presentations to Garioch, Formartine and Marr Area Elected Members and engagement with Council officers from across services including planning and environment to feed into the assessment process. AmeyArup have also undertaken land surveys and engagement with landowners on the route corridors to determine both land ownership and the potential impact on land-use of the various possible routes.

As with the recent experience of the AWPR the stated intention is to, as far as possible, avoid demolition or significant detrimental impact on existing properties, to mitigate the impact on agricultural land use (such as severing land access on farms) and avoiding detrimental impact on the natural environment and cultural heritage.

Revised Route Options – May 2019

Transport Scotland and AmeyArup held a further public exhibition unveiling their reduced list of route options on Tuesday 28th May in Inverurie. Further exhibitions were held on the following days in Inverurie, Blackburn and Huntly. A preview slot for elected members was held on the Tuesday morning.

In the initial route options assessment a total of 9 discrete route sections were published and these were colour-coded/divided into sub options (see figure 1 below) and route options plan at:

https://tinyurl.com/y6n5e0xy

Figure 1 – Route Options Published October 2018

The assessment process undertaken to reduce the number of route options involved comparing the route options against each other and assessing them according to set criteria under the headings of Environment (including impact on people and climate change), Transport (including economic value) and Engineering (including cost and complexity of design) to determine the best performing routes.

Routes were paired in each of the three sub-sections of the project (broadly aligning to East of Huntly, North/West of Inverurie and Inverurie Town/Kintore) with the intention of reducing the number of routes from 3 to 2 in each subsection.
The best performing routes according to the criterion assessment and which will be taken forward for further consideration are:

- a) Red/Cyan
- b) Pink (1+3)/Brown
- c) Orange/Violet

The following route options have been **ruled out:**

- a) Lime
- b) Pink 1
- c) Green
- d) Blue

The revised route options are outlined on the map at figure 2, below, and online at: [https://tinyurl.com/yxgr5xpw](https://tinyurl.com/yxgr5xpw)

**Figure 2 – Revised A96 Route Options Plan – May 2019**

Source: Transport Scotland

Broadly the most northernly routes have been excluded – Blue, Green, Lime – with retention of two options around Inverurie – one north, one south; two options north and south of Old Rayne and two routes which go either side of the Hill of Skares at Colpy and broadly converge just prior to Huntly.

In addition to reducing the number of route options, further adjustment to the alignments and potential junction locations have been undertaken on the remaining routes to mitigate further the impact on existing properties or planned development and environmental, or culturally sensitive areas such as the identified SSSI and LSNI and Listed Buildings or Designed Landscapes.

There are no 'new' alignments – and route options ruled out at earlier stages have not been reconsidered so Option Q (the A947 option) and the Bennachie option are not back on the table and neither has the Online option of dualling on the route alignment of existing A96 been considered further despite significant public comment. Information displayed the public exhibition and available
on the Transport Scotland project webpages outlines the implications and detrimental impact of the online route at Inverurie which would mean carriageway elevations to such a degree that the road height would be at the level of the existing roofline of some houses on the Inverurie ‘by-pass’.

In respect of the junction and route upgrades to the existing A96 south of Inverurie. Transport Scotland have confirmed that although work is progressing on this aspect of the programme they are not bringing forward proposals at this time for the route upgrades south of Kintore. Officers are continuing to press Transport Scotland to bring forward this work due to the public interest and implications for development along the A96 corridor to Dyce.

Next steps

The remaining route options will now be subject to further detailed assessment on their deliverability and cost-benefit according to Engineering, Environment and Transportation as set out in the DMRB with the stated intention to publish a final preferred route in December 2019.

Officers have broadly welcomed the reduction in proposed route alignments which give some of the potentially affected communities greater clarity and are in agreement that the routes going forward for assessment are the most appropriate. Notwithstanding that, officers are not recommending any single route and are sensitive to the impacts and negative consequentials of each of the routes on particular areas.

Officers will continue to engage with Transport Scotland and AmeyArup in their assessments of the remaining route options, providing observations and information including data, where requested, in order to inform the final preferred route.

Responses have been invited to the published list of revised route options and given the deadline for comments is during the summer recess, Committee is invited to consider what if any response it wishes to make and to delegate the approval of the final text to the Chair, Vice Chair and Opposition Spokesperson of Infrastructure Services.
Appendix 3.1 - Aberdeenshire Council Response to A96 Route Options Consultation

Appendix 3.2 - Response from Transport Scotland to Aberdeenshire Council’s submission on A96 Dualling Route Options Consultation and Frequently Asked Questions.
Dear Sirs

Aberdeenshire Council’s Response to Consultation on Initial Route Options for Dualling of the A96 – East of Huntly to Aberdeen

Following consideration of the above at the Council’s Infrastructure Services Committee on 29 November 2019, I am pleased to submit the following comments on behalf of the Council. These build upon the views of the Council within their A96 Position Statement, agreed in April 2018. During the ongoing appraisal and assessment work, we anticipate that officers of the Council will be able to provide more specific information on the published route options, to assist your work.

Moreover, the Council’s planning and environment services have highlighted key environmental considerations for each route and this is set out as an Appendix to this letter and should provide a starting point for further assessment of the options within these disciplines.

1. Introduction

1.1 Aberdeenshire Council are pleased to formally respond to the initial route options for the A96 Dualling project (East of Huntly to Aberdeen) presented by Transport Scotland and their consultant team AmeyArup in October 2018.

1.2 The Council recognises its role as a statutory body and significant stakeholder. Following consideration of the information made available at public exhibitions and online, discussions and debate at Committee level, this response sets out its views to Transport Scotland, in order to help shape both the ongoing appraisal of route options being
undertaken by the project team, but also the manner in which this process is undertaken going forward.

1.3 The response below has been shaped by consideration of the issue at the Council’s Infrastructure Services Committee at their meeting of 29 November 2018, which in turn was informed by consultation with relevant Area Committees of the Council affected by the proposals (Formartine 30/10/18, Marr 06/11/18, Garioch 13/11/18, and Banff & Buchan 27/11/18).

1.4 We thank you for agreeing to consider the Council’s formal position beyond your requested cut-off date for responses of 22 November, which is a consequence of the Council’s committee calendar.

2. Progress to Date

2.1 The Council has an established policy position that supports appropriate investment in the strategic transportation infrastructure of the area, and improvement of key external linkages. The proposed upgrade of the A96 supports this policy position, complementing recent investment in the Aberdeen Western Peripheral Route (AWPR), the Inverness to Aberdeen Railway, and investment in Kintore Railway Station. It also sits alongside the work on the previous Strategic Transport Projects Review (STPR) of 2008, the current review of the National Transport Strategy, the Strategic Transport Appraisal within the City Region Deal and the forthcoming STPR2. The proposed investment also aligns with the current and emerging policies of the Strategic Development Plan Authority, with the A96 recognised as a Strategic Growth Corridor.

2.2 Accordingly, the Council welcomes the progress that is being made within the DMRB Stage 2 process, noting that the establishment of initial route options is an important milestone to facilitate more detailed route appraisal work.

2.2 The Council recognises that it is only through objective and evidence led appraisal, which is presented in a transparent manner, engaging all stakeholders appropriately, that the optimum route choice can be determined.

3. Requirement for Effective Ongoing Engagement with Affected Parties

3.1 The Council recognises that an immediate consequence of publishing more specific route options, is that individual property owners, landowners, and communities will for the first time become aware if they are either potentially directly or indirectly impacted by the alternative route options being considered. This is clearly a difficult period for those affected, due to the level of uncertainty of potential impacts, and in all probability their unfamiliarity with the route assessment and subsequent design and delivery processes.

3.2 It is noted that route options appear to have been selected which seek to minimise on a whole route level individual property impacts as far as possible at this stage.

3.3 The Council encourages the A96 Project Team to continue to effectively engage and clearly communicate with all affected parties, communities, and their Elected
Representatives, to help ensure that there is clear information on the route option selection process, clear answers to queries, and an openness to understand the various concerns and issues raised.

4. Deselected Options

4.1 The publication of the Initial Route Options confirmed the de-selection of previously considered route improvement strategies.

4.2 The Council welcomes the de-selection of Route Improvement Strategy C, due to the adverse impacts on the protected landscape and setting of Bennachie, and wider cultural and environmental importance of this area.

4.3 The Council notes the de-selection of Route Improvement Strategy D, on-line variant, on the existing A96 alignment between Port Elphinstone and Blackhall roundabouts. It is appreciated that this is due to both physical constraints imposed by the available width of the current road corridor, the high environmental impacts that would be imposed on the residential properties directly adjacent to the upgraded route and the significant difficulty of delivering a grade separated junction at Blackhall roundabout. The Council wishes to see greater detail on the rationale for the de-selection of this option.

4.4 The Council is disappointed at the de-selection of Route Improvement Strategy Q (Oldmeldrum to Dyce sections) and while noting the rationale presented at the public exhibitions and within supplementary technical information provided to Council officers, wishes to see the detailed modelling that led to the de-selection of this route option. However, in terms of deliverability, we would wish to highlight that the costs and issues associated with crossing with River Don flood plain at Tavelty alongside the scale of the junction required to re-join the current dual Carriageway to the West of Kintore and the works required to the existing A96 between Kintore and the AWPR would be worthy of comparison to the costs and benefits associated with the full Route Improvement Strategy Q as it allows the railway and River Don to be crossed using the AWPR. In doing such work there would of course have to be consideration of the additional length of new dual carriageway and the requirements to re-engineer elements of the AWPR Goval Junction. We would recommend that if Transport Scotland has not yet undertaken this work then they should consider doing so before selecting a preferred option.

5. Routes to the North East or South West of Inverurie

5.1 The publication of initial route options by Transport Scotland pulls into sharp focus the requirement to reconcile local and individual impacts, whilst seeking opportunities to maximise wider strategic benefit for the wider area and region.

5.2 The Council considers that the greatest strategic benefits for the area can be achieved by pursuing a route option that is as close as possible to the existing line of the A96.

5.3 Any route that is considered should deliver the following strategic benefits:
a) Relief of traffic pressure in Inverurie by enabling businesses and households in the Oldmeldrum, Rothienorman and Uryside catchment areas to access the trunk road network without having to pass through the centre Inverurie.

b) Consequential facilitation of the future development of Inverurie and its town centre;

c) Opportunities to aid economic development associated with enhanced access to the strategic road network for communities and businesses to the north and north-east of the current A96 and A947 corridors; and

d) Respond to development opportunities in the Oldmeldrum area, and further to the north such as Turriff.

5.4 It is noted that only initial traffic modelling information has been included in the information made available through the public exhibitions and website.

6. **Deliverability of Options**

6.1 The Council considers that all of the initial route options taken forward can be considered to be feasible.

6.2 At Tavelty, particular challenges are formed by the proximity of the soon to be constructed Railway Station, cemetery, existing grade separated junction and business park. Transport Scotland’s project team will be required to meet SEPA and local authority requirements that any structure over the River Don at this location does not impact on the flood plain, and that there is no associated increase in flood risk within the river system and flood risk management area.

6.3 The Council highlights the specific design requirement for any proposed crossing of the River Don, and at other locations, for there to be no adverse impact on the flood plain, and no associated increase in flood risk within the wider river system.

7. **Operational Resilience**

7.1 The routes to the south and north of the A96 in the Glens of Foudland (R1, R2 and L1) will all require major earthworks whilst also significantly increasing the elevation of the route at that point. Both aspects will require careful design to build in the proper resilience, if these routes are taken forward.

8. **Public Transport**

8.1 Whichever route option is taken forward, the potential impacts arising from changes to the provision of public transport services requires to be identified at an
early stage, and this should be fully captured in the route selection appraisal process.

8.2 As the design work continues, experience from the AWPR project highlights the specific need to pay very close attention to the detail of where public transport stops are located, and how they are accessed, and how access for school transport and other non-conventional public transport services are provided.

9. Non-Motorised Users

9.1 The Council and its partners continue to invest in provision for Non-Motorised Users across its communities, and on key links between its communities, including those along the existing A96.

9.2 The Council urges Transport Scotland to fully consider the needs of Non-Motorised Users during the route assessment and route development work, fully mitigating against severance of any of these routes, but also realising opportunities to complete viable links and networks. As a minimum the overall Non-Motorised Users Strategy for the A96 Dualling should be fully implemented and the approach taken for the Nairn/Auldearn proposals replicated for this section of the route.

10. Environmental Impacts and Opportunities

10.1 It is the expectation that the route option assessment work will continue to identify potential impacts on the natural and built environment, landscape and cultural heritage assets, and seek design solutions to minimise these impacts, and thereafter develop mitigation strategies as required, applying current best practice to realise opportunities for protection and enhancement.

10.2 Notwithstanding the need for further assessment particular comment is made for the potential for landscape and visual impacts from all routes. In particular options R1, R2 and L1 in the Glens of Foudland would likely have a greater impact on the landscape than option C1. Built and cultural heritage assets are located close to all of the route options and siting of routes will need to consider the impact on these important assets. It should be noted that options V1/G1 and O1 would have a direct impact on Pitscurry Moss Local Nature Conservation Site (LNCS) whilst option B1 would impact directly on Wartle Moss LNCS and Transport Scotland will need to consider the impacts through the options assessment. The confluence of route options at Culsalmond and Colpy may give rise to specific impacts, and very detailed consideration of route options in this area will be required.

10.3 The Council is also concerned about the potential impacts on communities potentially split by the route options, and this include groups of settlements which share common facilities, such as Whiteford and Durno. Consultation with affected communities is essential in this regard to understand the nature of the connections.
11. Requirement for Further Interim Consultation

11.1 The Council recognises that it is necessary to present the initial route options at an early stage to facilitate further detailed assessment work, including “on the ground” survey work and consultations with affected property and landowners.

11.2 A consequence of this is that very limited factual information has been to be presented or provided alongside this route options to enable more objective assessment by stakeholders including the Council. This includes future projections of traffic flows associated with the route options as well as the background to the deselection of all of the initial routes.

11.3 The Council requests that as in the example of work undertaken by the A96 Project at Elgin, further consultation on route options, supported by more detailed information, is made available during the course of the refinement of route options. This must be prior to the announcement of a preferred route option and be built into the process. The approach of coproduction of designs as used for the A9 at Birnam should also be considered at this next stage.

11.4 Furthermore it is requested that for future public exhibitions and briefings Transport Scotland and their Consultants engage early with the Council in order to make best use of the extensive existing opportunities for engagement with communities and elected members.

Council officers anticipate further technical consultation on matters such as environmental impacts, development planning, transportation impact, and interface with the local roads network, and look forward to being able co-ordinate this work with you. We also commend close liaison with the offices of each Area Manager impacted by the proposals.

With kind regards,

Councillor Peter Argyle
Chair of Infrastructure Services Committee
Appendix - A96 Dualling Project, Detailed Planning and Environmental Considerations

Overview
1. All routes are considered deliverable and each provides a range of positive and negative points.
2. Transport Scotland and their consultants are considered to have engaged meaningfully with the Council on known constraints to development.

Impact on Built Environment
3. All routes impact on local households to a greater or lesser extent. The team are to be commended for trying to resolve or remove these wherever possible. Some routes (Blue and Lime) have fewer impacts on the built environment, but greater impacts may arise with the interlinking C2 route at Culsalmond depending on design choices. A detailed study of the area around Colpy is recommended to find the optimum route irrespective of the route choice in the central section.

Landscape Impacts
4. The gradient and exposure of some routes (Lime, Red, Green, Violet, and Orange) will mean that some parts of these routes will be very visible in parts.
5. The V3 route will be visually prominent as a major crossing of the Don Valley will be required north of Kintore, the route will then need to ascend the hillside form some distance before cutting back across the side of Hill of Selbie. There is therefore potential for significant landscape impacts, subject to detailed design and mitigation.
6. The landscape impact of the Orange Route will depend on detailed design but the main impact is likely to be from the Don Valley crossing which lies within and is an important part of the Area of Landscape Sensitivity. The Don Valley is sensitive in landscape terms and the crossing would affect the setting of St Apolonarie’s Chapel which is a Scheduled Ancient Monument. The Orange Route requires two major river crossings, which can lead to greater potential for environmental impacts during construction.
7. Routes V1/G1 and O1 all descend a steep slope to cross the burn south of Durno, and careful design will be required in this area to avoid adverse visual impacts. Equally the intersection appears that it could have a direct impact on Pitscurry Moss LNCS.
8. The topography of the Blue Route is largely flat and therefore road design will be critical in terms of the actual level of landscape impact.
9. Given the more elevated and undulating topography of the area in which the Pink Route is located, there is potential for the route to have a degree of landscape impact. Road design will be important if this option is considered.
10. The Brown Route lies largely within a valley setting but landscape impacts may still arise, as with other routes detailed design information would be required in respect of the potential for landscape and visual impact.
11. The Red Route has potential to be visually prominent from the Insch Basin. This ridgeline is sensitive in landscape terms particularly due to sensitive archaeological interests within the Insch Basin and views from Dunnideer and Bennachie and views
to and from these features. It could directly impact on features of Archaeological Interests at Hill of Fouland.

12. The L1 route is likely to have a greater impact than the C1 route, albeit it does not breach the Insch Basin skyline like R1. The siting high on the northern side of the valley on steep contours (i.e requiring greater degrees of earthworks) is likely lead to landscape and visual impacts from the Glens of Fouland Area arising from L1.

13. The C1 route minimises landscape impacts, as it keeps the route within the lower part of the valley, minimising landscape and visual impacts.

Listed Buildings and Cultural Heritage

14. Direct impact on listed buildings and scheduled monuments has been largely avoided by the routes chosen, however all have a potential impact on historic assets. Key locations are the confluence of Pink, Brown, Green, Violet, and Orange routes where the setting of the scheduled Pitscurrie Cairn at Whiteford may be prejudiced. The Red Route may impact on the scheduled Colpy Cottage Pallisade Enclosure.

15. Impacts on the settings of a number of listed buildings can be identified including the A-listed Parish Church and C-listed Mort House at the Cyan (C2), Red (R1) and Blue routes at Culsalmond.

16. The violet route may have potential for impacts on Keithall Designed Landscape and Balbithan House.

17. V2 passes close to Harlaw Battlefield but avoids the key focus of the Battlefield which is the plateau to the south of the route.

18. Listed Buildings at Bourtie House and Fingask House may be impacted upon by the Blue route. The Blue Route route also passes close to Daviot Stone Circle however subject to detailed consideration this is not seen as being an absolute constraint.

19. The Brown and Pink route pass close to a number of Scheduled Ancient Monuments however subject to detailed consideration this is not seen as being an absolute constraint.

20. The Brown Route has the potential for the greatest impact on built heritage including Williamson House and Williamson Garden and Designed Landscape, Newton House and Newton Garden and Designed Landscape, Westhall House Logie House and associated listed structures. The impact on these features should be considered in terms of the detailed design of such the route.

21. The connection point R1/R2 could have an impact on the setting of two Scheduled Ancient Monument’s at Colpy.

22. Option C2 is likely to have an impact on Culsalmond Manse (A listed building).

Natural History

23. Natural heritage issues resolve into impacts on the Glens of Fouland site of Local Nature Conservation Interest, prime agricultural land, and “ancient woodlands”. Specific interest is provided by the confluence of Pink, Brown, Green, Violet, and Orange routes at Whiteford. The Green Route (G1 and 2) in particular passes through land identified as Prime Agricultural Land class 2 which is relatively rare.

24. The Orange Route impacts on the long established woodland associated with Thainstone House Hotel.
25. Route G3 runs in close proximity to Sunnybrae Moss and Burreldale Moss Local Nature Conservation Sites (LNCS) both of which could be impacted by changes to local hydrology and adjacent routes should therefore be carefully considered and investigated.

26. There are several environmentally sensitive features on the Blue Route namely on B1 Cairnhill Local Nature Conservation Site which is sensitive to hydrological changes. There is potential for impact on the Wartle Moss LNCS and associated woodland which is connected to the Wartle Moss Site of Special Scientific Interest (SSSI). This may have a more significant impact and should be considered in detail during the next stage of assessment.

27. The Pink Route (P1) has potential for impact on ancient woodland.

28. The Brown Route has the potential for impact on woodland particularly between Carden and Durno, this area has a number of identified footpaths and mitigation would need to be carefully considered.

29. All three routes in the northern section (Lime, Cyan, Red) will potentially impact on the Glens of Foudland LNSC which is a geological/geomorphologic site. This cannot be avoided but the impact on this site will need to be considered as part of the EIA.

Development Impacts

30. Overall, very little land zoned for existing development is impacted upon by the proposals. The Orange route (O3) at Crichie passes through an employment land designation. This has shown no prospect of being brought forward and is probably compensated for in the Thainstone Mart development sites. The Violet route (V2) impacts upon a proposed (but unsupported) bid site north of the Uryside development.

31. Land that could be made available for development is promoted by the creation of a junction at Pitcaple and Durno, increasing the accessibility of both settlements.

32. Development associated with the Green or Blue routes might benefit Oldmeldrum and points north, but at this time development in Oldmeldrum cannot exploit areas proximal to the new road due to National Battlefield constraints.

33. The Orange Route opens up Ardennes for development, but any of the routes proposed would achieve this. Violet Routes and Orange Routes both place some constraints in respect of future growth of the footprint of Inverurie.

Core Paths and Tourism

34. The three routes Blue, Pink, and Brown impact on core footpath routes around Old Rayne to Whiteford, and around Meikle Wartle.

35. Some potential adverse impact on existing tourism interests has been identified with the loss of a viewpoint at Glens of Foudland to the Cyan route. The Brown (Br 1) and Pink (P2) routes impacts on the site of the Loch Insch Fishery, although this is currently closed.
Dear Councilor Argyle

A96 DUALLLING EAST OF HUNTY TO ABERDEEN

Thank you for your letter, dated 19 December 2018, which sets out Aberdeenshire Council’s views, along with key environmental considerations, regarding the initial route options for the A96 Dualling East of Huntly to Aberdeen scheme.

Dualling of the A96 between East of Huntly and Aberdeen is part of the Scottish Government’s ambitious programme that will see the full length of the A96 between Inverness and Aberdeen upgraded to dual carriageway by 2030. This is a challenging target but one that underlines the Scottish Government’s commitment to connecting Scotland’s cities with a high-quality transport system that will generate economic growth. Along with the Scottish Government’s commitment to dual the A9 between Perth and Inverness by 2025, dualling the A96 will ensure the road network between all Scottish cities is of dual carriageway standard by 2030.

We enclose our Frequently Asked Questions (FAQ) document dated May 2019, which is being used to address the common feedback themes received following the public exhibitions held in October 2018. A further series of drop-in sessions are being held between 28 and 31 May 2019 to update local communities and road users on the design and assessment work undertaken since the October 2018 exhibitions. We have also presented to members at three Area Ward briefing meetings held with Garioch, Formartine and Marr between December 2018 and February 2019 and we are due to meet with Aberdeenshire Council, Aberdeen City Council and Nestrans officials on 21 May 2019.

We respond to the issues raised in your correspondence as follows:

The Council wishes to see greater detail on rationale for the de-selection of Improvement Strategy D, on-line variant on existing A96 between Port Elphinstone & Blackhall roundabout

We believe that you are referring to Improvement Strategy B rather than D which was considered as part of the DMRB Stage 1 Strategic Assessment. As outlined in our response B2 in the enclosed FAQ document, the re-use/widening of the existing A96 has been investigated thoroughly as part of the early assessment work. The section between Port Elphinstone and Blackhall roundabout was found to perform poorly against the environmental and engineering
criteria, including the proposed dual carriageway unavoidably encroaching into and permanently impacting on residential and commercial properties, including the need for demolition. Based on this, an online dual carriageway upgrade of the A96 through Inverurie was not considered further as part of the DMRB Stage 2 assessment.

The Council wishes to see detailed modelling that led to the de-selection of Improvement Strategy Q and recommend that TS carry out cost comparison between Option Q with the cost and issues associated with crossing flood plain at Kintore.

Following a request by Aberdeenshire Council, a copy of the report titled 'Improvement Strategy Option Q Appraisal Report' was provided. The report outlines the appraisal undertaken and recommends that the western end of Improvement Strategy Q (from Colpy to Oldmeldrum) should continue to be developed as part of the DMRB Stage 2 process. The Blue route option to the northeast of Inverurie has been developed in part as a result of the recommendations and will be subject to further design and assessment. The report also explains why the eastern end of Improvement Strategy Q (Oldmeldrum to Dyce) will not be taken forward for further consideration.

In terms of the availability of the traffic model, the matter was discussed with Aberdeenshire Council in November 2018 where it was agreed that it would be inappropriate to provide detailed traffic modelling at this stage. This is because our consultants are still assessing the influence that junctions and local road connectivity have on the route options, and the design development of the route options and junctions is ongoing. The council agreed with this position and we confirmed that AmeyArup will continue to engage with council officials throughout the development of the scheme.

As outlined above, the blue route option will be considered further as part of the DMRB Stage 2 process, however the remaining, eastern end of Improvement Strategy Q has been deselected and no further assessment work will be carried out.

TS project team must meet SEPA and local authority requirements in respect of any structure over the River Don - No adverse impact on the flood plain, and no associated increase in flood risk within the wider river system.

Please refer to our response B8 and C4 in the enclosed FAQ document. We have held meetings with both SEPA and Aberdeenshire Council flooding officers and have obtained the flood model commissioned by Aberdeenshire Council which we will use to assess the route options. Engagement will continue with both SEPA and the council throughout the development of the scheme.

Routes to the north and south of the A96 at Glens of Foudland require careful design to build proper resilience

We are aware of the technical challenges associated with the Glens of Foudland and this information has informed the initial route options developed to date. Further information can be found in response B11 of the enclosed FAQ document.

Potential impacts arising from the provision of public transport services

Please refer to our response to B12 in the enclosed FAQ document. I can also advise that the scheme objectives include reducing journey times and improving journey time reliability for all road users, as well as facilitating integration with public transport facilities to benefit public
transport users. Furthermore our design consultants AmeyArup have engaged with Aberdeenshire Council’s Passenger Transport Unit from an early stage in the DMRB Stage 2 process which has identified current and future public transport strategies, including scheduled bus services, dial-a-bus and school passenger transport.

**Fully consider needs of NMU during route assessment**

Please refer to our response to B7 in the FAQ document. In addition I can also advise that the scheme will make use of the A96 Dualling NMU Strategy as the design develops. Consultation with Aberdeenshire Council and the established A96 Dualling NMU Forum is a key element of our NMU Strategy and it is recognised that a co-ordinated approach is vital in the development of the NMU provision as the scheme progresses.

**Environmental impacts and Opportunities**

We note the Council’s comments in relation to the environmental impacts and opportunities in particular the specific comments on various route options. In addition we thank you for the further information provided in the Appendix which has been passed on to AmeyArup to assist in the environmental assessment process. Information on the assessment process being followed can be found in Section C of the enclosed FAQ document.

**Concern about potential communities split by route options (eg Whiteford & Durno)**

Please refer to our response to D4 in the FAQ document that addresses this issue. In relation to communities affected by route options, we can confirm that access to all properties will be maintained and, we will continue to engage with the local communities and stakeholders as the scheme progresses.

**The Council requests that further consultation on route options is undertaken prior to the announcement of a preferred option.**

As you may be aware, we aim to announce a preferred option for the scheme in late 2019 at which time further public exhibitions will be held. However, I am pleased to confirm that Transport Scotland is also planning a series of drop-in sessions to give members of the public an update on progress of the DMRB Stage 2 design process. Details of these are as follows:

- Tuesday 28 May, 12noon to 7pm, Wyness Hall, Inverurie.
- Wednesday 29 May, 12noon to 7pm, Wyness Hall, Inverurie.
- Thursday 30 May, 12noon to 7pm, Kinellar Community Hall, Blackburn.
- Friday 31 May, 12noon to 7pm, Gordon Arms Hotel, Huntly.

We note your comments regarding continued engagement with the Council and confirm that we will continue to engage on a regular basis with the Council and their officials.

**Approach of coproduction of designs as used for A9 at Birnham should also be considered at next stage**

A co-creative process is being used to identify the way forward for a number of local issues on the A9 Dualling in a relatively constrained on-line section between Dunkeld and Birnam. The co-creative process has identified a community preferred route option which is now subject to further design and assessment work by Transport Scotland to develop it further and to consult
locally before submitting it to Scottish Ministers for consideration. It is therefore too early to assess how the co-creative process benefits our usual route options assessment process.

There are a number of factors involved which mean that the use of a co-creative process for A96 Dualling is challenging. However, Transport Scotland will continue to keep this under review and will always endeavor to use the most appropriate means of decision making as any of the schemes progress.

We hope that you will find our response helpful but please get in touch should you require anything further.

Yours sincerely,

David Burt
Project Manager

Encl – Frequently Asked Questions
A1. What are the benefits of Dualling the A96?

Benefits of dualling the A96 between Inverness and Aberdeen include:

- supporting sustainable economic growth by providing opportunities to grow the regional economies in the corridor through improved access to the wider strategic transport network and enhanced access to jobs and services;
- improving road safety for motorised and non-motorised users;
- reducing journey times and improving journey time reliability;
- reducing conflicts between local and strategic journeys;
- reducing the environmental effect on the communities along the corridor by improving environmental conditions in towns to be bypassed, where possible;
- supporting access to tourist and recreation sites; and
- facilitating active travel in the corridor.

A2. Why is the A96 Dualling necessary?

In December 2011, The Agenda for Cities, “Scotland’s Cities: Delivering for Scotland”, was published by the Scottish Government. The Agenda identifies connecting cities with strong, reliable and resilient transport infrastructure as a key characteristic to support growth. Published alongside this was the Scottish Government’s Infrastructure Investment Plan, providing an overview of plans for infrastructure investment over the coming decades. To complement the Agenda for Cities, the Infrastructure Investment Plan contains a commitment to complete the dual carriageway network between all of Scotland’s cities by 2030, including the dualling of the A96 between Inverness and Aberdeen.

Within this context, an Inverness to Aberdeen Corridor Study Strategic Business Case was published in 2014 by Transport Scotland and seeks opportunities to address the growing economic and transport demands along the corridor. The Strategic Business Case (SBC) developed transport planning objectives for the Inverness to Aberdeen corridor taking cognisance of the national, regional & local policies and plans; and the problems and opportunities identified along the corridor.

The SBC demonstrated that the proposal to dual the A96 is the best way to meet the future needs of those living, working and travelling along the corridor in the 21st century. Importantly the appraisal showed that the dualling is best able to meet the transport planning objectives by providing drivers with a consistent road standard that provides the best connectivity for those using the route, either end to end or to the many destinations along the corridor. Dualling the A96 will also complement the upgrade to the A9 and the Aberdeen Western Peripheral Route/Balmedie-Tipperty.
and will provide those people and businesses located along the corridor with the best possible access to Inverness and Aberdeen and onwards to the Central Belt. The appraisal concluded that the full dualling of the A96 would deliver significant wider economic and accessibility benefits.


A3. When will a decision be taken on a preferred option for the scheme?

A preferred option for the A96 Dualling East of Huntly to Aberdeen scheme will be identified once the Design Manual for Roads and Bridges (DMRB) Stage 2 assessment has been completed. Transport Scotland anticipates that a preferred option will be confirmed at the end of 2019.

A4. What is the programme for delivery of the scheme?

Following consultation on the preferred option for the A96 Dualling East of Huntly to Aberdeen scheme in 2019, the design of the preferred option will be further developed, refined and assessed, during the DMRB Stage 3 process, which is expected to take approximately 2 years. Any necessary environmental mitigation will be designed and incorporated into the scheme and an Environmental Impact Assessment (EIA) Report will be prepared and published. (Note: the Roads (Scotland) Act 1984 (Environmental Impact Assessment) Regulations 2017 changed the statutory title of the document reporting an EIA from Environmental Statement to EIA Report).

Draft Road Orders (which show the line of the proposed scheme) and a draft Compulsory Purchase Order (confirming the extent of land required to deliver, maintain and operate the scheme) will be prepared for publication at the same time as the EIA Report. The programme thereafter is dependent on the level of formal comment received to the published draft Orders and whether there is a need for a Public Local Inquiry. Construction of the scheme itself can only commence if the scheme is approved under the relevant statutory procedures and thereafter a timetable for its progress can be set. The Scottish Government has made a commitment to complete the dualling of the A96 between Inverness and Aberdeen by 2030.

A5. Can improvements to the rail network be made instead of the A96 dualling?

Improvements to the rail network in conjunction with improvements to the trunk road network are integral to achieving the Scottish Government’s objectives for the Aberdeen to Inverness corridor as set out in its Infrastructure Investment Plan. Phase One of the rail improvements programme is due for completion later this year and includes; redoubling of track between Aberdeen and Inverurie; signalling
enhancements; platform extensions at Insch and Elgin; Forres station relocation (now complete) and track improvements and infrastructure to support two new stations at Dalcross (for Inverness Airport) and Kintore. These improvements are being taken forward in addition to the A96 Dualling Programme.

A6. Will the new A96 be a Special Road?

At this stage, there are no plans to promote the new A96 dual carriageway as a Special Road, which means that there will be no restrictions on the types of vehicles using it. The proposed road standard for the A96 Dualling East of Huntly to Aberdeen scheme is Category 7A, meaning that access to and from the dual carriageway will be restricted to grade separated junctions (i.e., junctions with overbridges/underbridges and slip roads) in line with the A96 Dualling junction strategy.

SECTION B: SCHEME DESIGN AND DEVELOPMENT

B1. What process does Transport Scotland follow when developing a trunk road improvement?

A rigorous assessment process is undertaken to establish the line for a trunk road improvement scheme. The three stage DMRB assessment process covers engineering, environment, traffic and economics. Transport Scotland also consults with the public and interested bodies with views being taken into account during the assessment process. The overall process, including the three stages of DMRB, for the development of a trunk road scheme follows a general sequence of:

- strategic assessment and identification of potential improvement strategies (DMRB Stage 1);
- development and assessment of route options and identification of a preferred option (DMRB Stage 2). This includes an engineering, environmental, traffic and economic assessment of each route option identified to inform the preferred option choice;
- development of preferred option proposals and preparation of an EIA Report (DMRB Stage 3);
- publication of statutory Road Orders (defining the line of the proposed scheme), Compulsory Purchase Order (defining the extent of land required to deliver, operate and maintain the scheme) and EIA Report for formal consultation; and
- procurement and construction of the scheme (subject to completion of the relevant statutory procedures).

The individual and combined durations of these phases of work are variable depending on factors such as technical complexity, environmental constraints and the scale and content of the works.

Further details on the stages of the process for promoting new trunk roads can be found on the Transport Scotland website at:
B2. Can the scheme be delivered by widening the existing A96?

The re-use/widening of the existing A96 has been investigated thoroughly as part of the early assessment work. The outcome of this work concluded that the existing A96 single carriageway is constrained at numerous locations by the standard of the existing road geometry, roadside properties and by a high density of existing junctions and accesses. This limits the opportunity for an online upgrade of the existing route through a number of sections, including the section at Inverurie. The assessment has determined that it is more suitable to develop the new dual carriageway offline from the existing road, with the existing A96 retained for use as part of the local road network to maintain access to land and property. This also helps to meet one of the scheme objectives to reduce the potential conflicts between local and strategic traffic journeys.

Regarding the section at Inverurie, the online widening of the existing A96 between Inveramsay Bridge and Port Elphinstone Roundabout (approximately 6.6 kilometres) was assessed against the A96 Dualling East of Huntly to Aberdeen scheme objectives and was found to perform poorly against the environmental and engineering criteria, including the proposed dual carriageway unavoidably encroaching into and permanently impacting on residential and commercial properties, including the need for demolition. Based on this, an online dual carriageway upgrade of the A96 through Inverurie was not considered further as part of the DMRB Stage 2 assessment.

Further information is provided in the “Online at Inverurie – Dualling Feasibility and Appraisal – East of Huntly to Aberdeen” Report available at:


B3. Do predicted traffic levels support the dualling of the A96?

To inform the traffic assessment of route options, Transport Scotland has developed a strategic traffic model of the full A96 corridor from Inverness to Aberdeen. The model is informed by a comprehensive database of traffic and planning data, including numerous traffic surveys undertaken specifically for this scheme. The model forecasts future traffic conditions based on planning data outlined in local and national planning documents, including anticipated changes in traffic demands associated with land use development and committed infrastructure improvements, such as the Aberdeen Western Peripheral Route/Balmedie-Tipperty and the Aberdeen to Inverness railway improvements. As part of the assessment process, each of the options are evaluated under forecast future traffic conditions.

As a result of the work carried out to date through the ongoing DMRB Stage 2 assessment, each of the options shown at the October 2018 Public Exhibitions have

demonstrated they achieve the Scheme Objectives and offer benefit to both trunk road and local road traffic. The forecasts of future traffic growth indicate that the dualling scheme will meet the recommended flow criteria for a dual carriageway outlined in the Design Manual for Roads and Bridges (TA46/97) which, in combination with the wider aims and objectives of the scheme, supports the dualling of the A96 between East of Huntly and Aberdeen.

B4. Have you considered the impact of the Aberdeen Western Peripheral Route/Balmedie-Tipperty on traffic demand/flows in your assessment?

As noted above, the Aberdeen Western Peripheral Route/Balmedie-Tipperty has been included in the traffic modelling. However, new traffic surveys will also be undertaken once the traffic patterns have adjusted to the opening of the Aberdeen Western Peripheral Route/Balmedie-Tipperty, to further validate the model. These surveys will be used to check that the predicted impacts of the Aberdeen Western Peripheral Route/Balmedie-Tipperty in the A96 strategic model reflect the actual traffic patterns observed on site.

B5. Will the route options assessment process take account of the traffic congestion through Inverurie?

From the traffic modelling that has been carried out to date, including on-site traffic surveys, Transport Scotland is aware of the existing traffic congestion through Inverurie town centre. The route options assessment will consider the potential for each option to deliver benefits to both trunk road and local road traffic. The assessment considers the impact of each option in terms of change in traffic volume, traffic routing and journey time.

B6. How is the cost of the route options considered as part of the assessment?

A cost estimate for the A96 Dualling East of Huntly to Aberdeen scheme has not yet been prepared as route options are still being developed and assessed. Costs are considered and form part of the economic assessment within the DMRB Stage 2 assessment process, so these will be developed and published as part of the DMRB Stage 2 Scheme Assessment Report once complete.

B7. What provision is being made for Non-Motorised Users (NMUs)?

Facilitating active travel and improving safety for motorised and non-motorised users are two of the key objectives of this scheme. Suitable provision for all users, including pedestrians, cyclists, equestrians and vulnerable road users such as children, the elderly and mobility impaired is an important part of the A96 Dualling programme. The scheme will facilitate active travel in the area by providing NMU facilities. Specific NMU facilities will be identified and developed in consultation with
key stakeholders during the DMRB Stage 3 process once a preferred option has been identified. Existing designated local routes, including core paths, cycle and equestrian routes will be assessed and underpasses/overbridges or diversionary routes will be provided where appropriate in locations where the scheme would otherwise sever routes.

Transport Scotland recognises the contribution that local user groups can make in terms of gaining valuable local knowledge. We have set up a Non-Motorised User Forum to provide updates on emerging proposals and seek vital feedback. There will also be further consultation with the local community and interested parties as the scheme development continues.

**B8. What are the proposals for crossing the River Don at Kintore?**

A significant structure will be required to cross the railway line, River Don and its associated floodplain for the violet route option. Options for the structural form and cost of any such crossing are still being developed and will form part of the DMRB Stage 2 assessment process which includes an assessment of engineering, environment, traffic and economics. Should this option be identified as the preferred option, a more detailed design would be developed during the DMRB Stage 3 assessment.

In terms of flood risk, we are working with the Scottish Environment Protection Agency (SEPA) to ensure that the route options do not increase flood risk to any sensitive receptors. To that end, modelling of the crossing of the River Don and its associated flood plain, at Kintore, will be carried out at DMRB Stage 2, with a view to proving this can be achieved. We continue to engage with SEPA and Aberdeenshire Council about flooding and drainage aspects of the design. A consideration of flooding impact is discussed in FAQ C4 below.

While there is a proposed crossing of the River Don at Kintore, there are also a number of other significant watercourse crossings for other route options. We are considering the impact of these route options on river crossings across the study area.

**B9. What will happen to the existing local road access?**

Access to all properties will be maintained. Access to the new dual carriageway will be from a number of grade separated junctions (i.e. junctions with overbridges/under bridges and slip roads) which provide safe access to and from the dual carriageway. Minor roads and private means of access will not have junctions onto the dual carriageway. On completion of the new dual carriageway, the existing A96 will be de-trunked and form part of the local road network which, where appropriate, will be connected to the proposed grade separated junctions. Where the existing local road network and access to individual properties is impacted by the new route, alternative access provision will be included within the scheme design to ensure connectivity.
B10. How are you ensuring that the Preferred Option will reduce journey times and improve journey time reliability?

The initial route options presented at the public exhibitions were taken forward because they perform well against the scheme objectives. All of the route options comply with current design standards for a Category 7A All Purpose Dual Carriageway, including compliance with gradient and width standards. Even where the routes may be longer, they offer journey time savings and improvements in journey time reliability when compared to travelling on the existing A96. This is because the routes are of a higher standard, with a 70mph speed limit. They also offer reduced delays and road safety improvements through the rationalisation of junctions, provision of grade separated junctions and improved overtaking opportunities. The traffic model used in the assessment of journey times takes into account vehicle operating costs and fuel consumption when calculating the user benefits of each of the options.

B11. How have you considered the proposed route options in terms of winter/weather resilience?

Regarding weather related aspects for the initial route options, AmeyArup have sought information on road closures and winter resilience issues from various authorities, including Aberdeenshire Council and Transport Scotland’s Trunk Road Operating Company, BEAR Scotland. This information has informed the initial route options developed to date. As part of the design development and assessment work required, consideration will be given to the resilience of the route options and any mitigation measures that could minimise the impact to road users.

B12. How will the scheme consider public transport users, including school buses?

The scheme objectives include reducing journey times and improving journey time reliability for all road users, as well as facilitating integration with public transport facilities to benefit public transport users. AmeyArup have engaged with Aberdeenshire Council’s Passenger Transport Unit from an early stage in the DMRB Stage 2 process which has identified current and future public transport strategies, including scheduled bus services, dial-a-bus and school passenger transport. The route options will be assessed against their potential to align with these passenger transport strategies, and the impact of the dualling on scheduled bus routes. AmeyArup will continue to consult with public transport providers as part of the development of the scheme in order to address the needs of public transport services that serve local communities in the vicinity of the A96.

B13. What lighting will be provided on the dual carriageway?

Due to its predominantly rural location, it is expected that the new dual carriageway will not be lit. However, local lighting may be required at junctions or underbridges dependant on their location and design. Details of lighting will be developed during the DMRB Stage 3 design process once a preferred option has been selected.
**B14. Why has Option Q been ruled out?**

Improvement Strategy Option Q was discounted in 2015 as part of the DMRB Stage 1 assessment on the grounds that it did not perform well against the A96 Dualling Programme objectives.

Acknowledging the feedback received from stakeholders and members of the public following the 2015 exhibitions and the more recent ‘Meet the Team’ events in 2017, a further review of Improvement Strategy Option Q was completed as part of the initial development of the A96 Dualling East of Huntly to Aberdeen scheme.

This review split Improvement Strategy Option Q into two parts. The A947 corridor that connects Oldmeldrum, Newmachar and Dyce has been deselected as a result of the engineering, environmental and traffic assessment work completed to date. However, the A920 road corridor from Colpy to Oldmeldrum forms part of a route that performs well against the scheme objectives and is therefore being considered further as part of the DMRB Stage 2 assessment.

**B15. Will there be upgrades to the existing A96 dual carriageway between Aberdeen and Inverurie?**

Improvements to the existing A96 dual carriageway and its junctions between the Aberdeen Western Peripheral Route and Inverurie will be considered as part of the scheme development.

**B16. Will there be service facilities for electric charging points along the route?**

Electric charging points, along with other Intelligent Transport Systems (ITS) such as monitoring and a communication system, will be considered as part of the development of the preferred option during the DMRB Stage 3 Process.

**B17. How will junction locations be determined?**

As part of the DMRB Stage 2 assessment, detailed traffic modelling, in tandem with the economic, engineering and environmental assessments, will be used to determine the form and location of the required junctions, so that they best serve local and strategic traffic movements.

**SECTION C: ENVIRONMENTAL ISSUES**

**C1. How will the environmental impact of the scheme be assessed?**

In addition to its proximity to a significant number of properties, the A96 passes through or close to a number of areas of wildlife, scenic and historic significance, with a wide range of nationally and internationally designated sites in the region. A96
dualling-related effects in and around such areas will be carefully considered through the design process, and later sensitively managed through construction phases to minimise risk of adverse effects.

Transport Scotland has undertaken a route-wide Strategic Environmental Assessment (SEA) to determine and understand the environmental constraints, consider the potential impacts that alternative route corridor options may present on the surrounding environment, and to develop the strategic mitigation or guidance required to minimise risks. Two reports in connection with the SEA were published on 25 September 2014 and 6 November 2014 respectively and these can be viewed at https://www.transport.gov.scot/projects/a96-dualling-inverness-to-aberdeen/a96-dualling-inverness-to-aberdeen/#42719.

SEA outputs have informed the identification of route options for the scheme and work undertaken during the DMRB Stage 2 assessment will build on this work.

Transport Scotland and its consultants AmeyArup continue to engage with key statutory environmental authorities, including Scottish Natural Heritage, SEPA and Historic Environment Scotland with regard to the environmental sensitivities and potential environmental impacts of the proposals and to reduce these as far as possible through design and mitigation.

An Environmental Assessment of the route options will be undertaken as part of the DMRB Stage 2 assessment, taking account of the predicted impacts of each option. The findings of this work will inform the selection of a preferred option.

Once a preferred option has been identified, an assessment of the predicted environmental impacts during its construction and operation will be undertaken at DMRB Stage 3 through an EIA. Where practicable, mitigation to avoid or reduce impacts will be developed and incorporated in the scheme design during the DMRB Stage 3 process.

**C2. How will environmental impacts of the preferred option be mitigated?**

An assessment of the predicted environmental impacts of the preferred option during construction and operation will be undertaken at the next stage of scheme development (the DMRB Stage 3 process). Where practicable, mitigation to eliminate or reduce impacts will be identified and included in the design development of the preferred option during the DMRB Stage 3 process. Details of potential impacts, mitigation and residual impacts will be presented in the EIA Report. The assessment will cover land use, geology, contaminated land and groundwater, the water environment, ecology, landscape, visual, cultural heritage, air quality, noise and vibration, non-motorised users, vehicle travellers, disruption due to construction, policies and plans and cumulative impacts.

**C3. What measures are being taken to assess road traffic noise from the scheme?**
Road traffic noise will be assessed as part of the DMRB Stage 2 Environmental Assessment, where the potential noise impact of each option will be considered and the findings will help to inform the selection of a preferred option.

At DMRB Stage 3, the design of the preferred option will be developed. Traffic noise modelling and the assessment process will be used to help design appropriate sustainable mitigation measures which will be reported in the EIA Report. The assessment will predict traffic noise levels and the likely health effects at sensitive receptors, including dwellings, considering relevant legislation, standards and guidance (including World Health Organization guidance).

Acoustic mitigation measures may include earth bunds, false cuttings and acoustic barriers, which will seek to be in keeping with the local environment and take account of other constraints such as visual impact. Typically, low noise road surfacing material will be used on the dual carriageway to deliver benefits through reduced noise for nearby receptors. The EIA Report will set out the expected noise changes as a result of the developed preferred option, including the effects of the mitigation measures which are incorporated into the design.

C4. How will the flooding impact of the scheme be taken into account?

It is recognised that the scheme traverses areas which are known to experience flooding and are identified by SEPA as being subject to flood risk. A key element of the design and assessment of each option is to ensure that existing flooding patterns are not made worse by the scheme. During development of the route options flood modelling will be carried out to assess the potential impact of the options and to assist in the design of mitigation, where required. Such mitigation could include constructing the road on structures across parts of the flood plain, provision of flood relief culverts and the identification and construction of compensatory flood storage areas.

Additionally, the drainage design will include the provision of drainage features which will control the rate of run-off from the new road. The flooding and drainage aspects of the scheme are being designed in consultation with SEPA and Aberdeenshire Council. The findings from the flood risk assessments and any specified mitigation will be incorporated into the EIA Report.

C5. How will visual and landscape impacts be assessed and mitigated?

Visual impacts are considered during the DMRB Stage 2 design and assessment process and will feed into the identification of a preferred option.

Once a preferred option has been identified for the scheme, a detailed assessment will be undertaken of how it will potentially change people’s views, including the views experienced by those living in the vicinity of the scheme. Where potentially significant adverse visual changes to views from residential properties are identified, mitigation measures will be developed to eliminate or reduce the impact. Mitigation
measures to help screen the road may include: minor revisions to the design of the route; earthworks, such as screening bunds; and tree and hedgerow planting.

In addition, we will be taking into account in our landscape appraisal the sense of place as part of the DMRB Stage 2 Scheme Assessment Report. Landscape effects will be further considered at DMRB Stage 3 and reported in the EIA Report.

C6. How are you considering the impact of the new dual carriageway on CO2 emissions?

Air quality and CO2 emissions are considered as part of the current design and assessment work to identify a preferred option. The outcome of environmental assessment will be reported in the DMRB Stage 2 Route Options Assessment Report.

The Climate Change (Scotland) Act 2009 requires the Scottish Government to publish regular plans for meeting future emissions reduction targets. Transport Scotland aims to reduce emissions from transport in ways that promote sustainable environmental and socio-economic wellbeing. As Scotland's economy and population grows, so too will the demand for the movement of goods and people. Independent research commissioned by Transport Scotland showed that as low emission technology accelerates, together with behaviour change, we will be able to accommodate increased transport demand and significantly reduced emissions. To achieve this the Scottish Government is phasing out the need to purchase a petrol or diesel powered car or van by 2032, a full eight years ahead of the UK. A sustainable, low carbon transport network brings many additional benefits to communities, businesses and the third sector. Transport Scotland is committed to maximising these co-benefits which means that individual transport projects should not be assessed in isolation but in combination with projects and Scottish Government policies.

C7. How are wildcats, including the Wildcat Priority Areas, considered as part of the design development?

The Wildcat Priority Areas (WPA) in Scotland are set up to help manage and protect wildcat populations. WPAs are non-statutory designations and not protected by law. However, while WPAs are non-statutory designations, the wildcats themselves and their den sites have statutory legal protection. AmeyArup are conducting desk-based research, field surveys and liaising with relevant stakeholders, seeking to minimise the potential impact on wildcats throughout the study area.

SECTION D: LAND AND PROPERTY
D1. Will those who suffer loss of property and/or land as a result of the preferred option receive compensation for those losses?

At this stage of scheme development, a preferred option has yet to be identified. Once the preferred option has been identified and has been further developed through the DMRB Stage 3 process, Transport Scotland will identify the land required to construct, operate and maintain the scheme and thereafter will publish a draft Compulsory Purchase Order. Once the land has been acquired by the Scottish Ministers they will appoint the Valuation Office Agency to assess the level of compensation due for property or land compulsorily purchased. The District Valuer and staff from the Valuation Office Agency will discuss the level of compensation with each affected landowner and/or their professional advisor.

The assessment of compensation will depend on individual circumstances. The underlying principle is to put the landowner, in financial terms, so far as money can do so, in the same position as if property had not been taken. The assessment of compensation will take into account the value of property and the value of related effects (known as Severance, Injurious Affection and Disturbance). Further guidance on the Compulsory Purchase Process and Compensation is available from the Transport Scotland website at:


In addition, 12 months after the opening of a new road, those who have not otherwise been compensated and who consider that their property has reduced in value by virtue of the operation of the new or altered road may be entitled to claim for compensation in that regard within the terms of Part I of the Land Compensation (Scotland) Act 1973. Again, the valuation of any such compensation will be assessed by the Valuation Office Agency.

D2. Will any properties be demolished as a result of the scheme?

Route options are being designed to avoid property demolition wherever possible. It is acknowledged that some properties are in proximity to the route options being considered; however, the further design development and assessment work required will seek to minimise the impact of our proposals. The route options will be subject to further design and assessment works to determine the exact location of new road infrastructure in relation to nearby properties and any associated access arrangements.

D3. Will the impact on agricultural land be considered?

The Environmental Assessment process includes consideration of the potential impacts of route options on agricultural land and land used for other purposes such as for development or by the community. As the route option designs are further developed and assessed, the potential for route options to affect farm units will be considered and mitigation measures will be developed to minimise the effects of the scheme from land take and farm severance where possible.
Following the identification of a preferred option, the DMRB Stage 3 assessment will consider the matter of farm severance in detail to inform further design development and discussions with affected landowners regarding accommodation works.

D4. Will adjacent communities be isolated by the scheme?

Where the new road passes between communities, consultation will be carried out during scheme development to identify how best to avoid or minimise any severance which may occur. It should also be noted that as proposals are developed, there will be further opportunities for the potentially affected parties to provide their vital feedback.

Transport Scotland will work closely with communities, landowners and local authorities during future stages of design to ensure any adverse impacts on existing access is minimised.

D5. Will existing private infrastructure, such as land drainage and water supplies, be affected by the proposed options?

Data on existing infrastructure that may be affected, including drainage, water supplies and wind turbines, is being gathered as part of the assessment process and in consultation with utility asset owners and suppliers. The impact on and mitigation for any privately owned infrastructure will be considered in more detail at DMRB Stage 3 in consultation with individual property and landowners.

D6. Have you considered the economic impact on local businesses?

The DMRB Stage 2 Assessment considers the potential impacts and benefits of the scheme on the local, regional and national economy.

There will be an assessment of potential direct impacts upon businesses, e.g. if land is lost from a recognised business or community facility, or where there is a loss of agricultural land.

SECTION E: EXHIBITIONS AND PUBLIC CONSULTATION

E1. How were people notified of the route options public exhibitions held in October 2018?

The public information exhibitions held in October 2018 were promoted in the following ways:

- information was uploaded to the scheme website - https://www.transport.gov.scot/projects/a96-dualling-inverness-to-aberdeen/a96-east-of-huntly-to-aberdeen/
- letters were sent to all of the active Community Councils in the area and local MPs, MSPs and Councillors;
• letters were sent to over 2,000 individuals and organisations that previously asked to be kept informed of the progress of the A96 Dualling programme;
• advertising posters were distributed to over 200 locations across the scheme extents;
• press adverts were placed in the Press & Journal, Evening Express, Banffshire Journal, Buchan Observer, Deeside Piper, Fraserburgh Herald, Inverurie Herald, Ellon Times, Ellon Advertiser, Inverurie Advertiser, Turriff Advertiser, Huntly Express and Northern Scott; and
• Transport Scotland also published a news release with this information and advertised the events on its social media channels.

E2. What further consultation will take place? Will members of the public have further opportunities to comment on the scheme development?

Transport Scotland is committed to undertaking a rolling programme of engagement to ensure that communities, businesses and individuals affected by the work are kept fully informed and their vital feedback taken into account. Transport Scotland’s approach to stakeholder engagement for the A96 Dualling Programme is set out in its document, “A96 Dualling Inverness to Aberdeen Engaging with Communities” which is available on the Transport Scotland website at https://www.transport.gov.scot/media/2230/a96-dualling-engaging-with-communities-2015-online.pdf.

The feedback we received following the exhibitions held in October 2018 will be taken into account as we look to announce a preferred option for the scheme by the end 2019.

A series of drop-in sessions are being held later this month to update local communities and road users on the design and assessment work undertaken since the October exhibitions. Details are:

• Tuesday 28 May 2019, 12noon to 7pm, Wyness Hall, Inverurie, AB51 3QB
• Wednesday 29 May 2019, 12noon to 7pm, Wyness Hall, Inverurie, AB51 3QB
• Thursday 30 May 2019, 12noon to 7pm, Kinellar Community Hall, Blackburn, AB21 0JQ
• Friday 31 May 2019, 12noon to 7pm, Gordon Arms Hotel, Huntly, AB54 8AF