

## REPORT TO INFRASTRUCTURE SERVICES COMMITTEE – 8 JUNE 2022

### STRATEGIC TRANSPORT UPDATE

#### 1 Executive Summary/Recommendations

1.1 This report provides the Committee with updates on projects associated with the Local Transport Strategy across Aberdeenshire. A full update is included as **Appendix 1**, however the main updates in the report are:

- Creation of a Member Officers' Working Group (MOWG) to guide development of the update to the Local Transport Strategy (LTS);
- An update on the Ready2Go trial of Digital Demand Responsive Travel in and around Inverurie; and
- Increase in Electric Vehicle (EV) charging tariffs.

#### 1.2 The Committee is recommended to:

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

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

**1.2.3 Agree to the Terms of Reference with respect to the Local Transport Strategy MOWG; and nominate Members to this group, on a politically proportionate basis.**

**1.2.4 Acknowledge the proposed increase of the tariff for Electric Vehicle (EV) charge points; from the current tariff charged of £0.21 per kWh to the new rate £0.24 per kWh that will be introduced from 20 June 2022.**

#### 2 Decision Making Route

2.1 Attached to this report as **Appendix 1** is the LTS Action Update. This shows progress made against identified categories, i.e. Travel Actively and Travel Effectively.

2.2 This report is brought to the Infrastructure Services Committee at every second meeting in order to provide timely updates on progress and allow appropriate decisions to be taken.

### 3 Discussion

- 3.1 Since the last report to Infrastructure Services Committee on 20 January 2022 (Item 14), the Nestrans Board met virtually on 16 February 2022 and 21 April 2022. The approved minutes of the meeting and a video recording can be accessed at:
- <https://www.nestrans.org.uk/about-nestrans/board-meetings/>
- 3.2 The enhanced Demand Responsive Transport (DRT) trial service, Ready2Go around Inverurie, launched on 16 August 2021 as reported at the September Infrastructure Services Committee meeting (Item 7). The Scottish Under 22 Free Bus Travel scheme was introduced on 31 January 2022 which has led to a minor increase in the number of young people using the service. An evaluation report on the service has been commissioned and is currently being finalised. Further details are available in **Appendix 1**.
- 3.3 A report was presented to the Infrastructure Services Committee on 10 March 2022 (Item 18) detailing the approach for delivery of a revised Local Transport Strategy (LTS) for Aberdeenshire.
- 3.3.1 It was agreed that a MOWG would be established to support the development of the revised LTS. The Terms of Reference with respect to this Group have been developed and are included as **Appendix 2**.
- 3.3.2 It is proposed that the MOWG will be an 8 member, politically proportionate MOWG with 5 members from the Administration, 3 members from the Opposition.
- 3.4 In January 2021 Aberdeenshire Council introduced a tariff for customers using its EV charge points. The methodology and fee setting approach was agreed at the Infrastructure Service Committee meeting of 28 November 2019 (Item 11) where it was also agreed to delegate future tariff amendments to the Head of Transportation (now Environment and Sustainability).
- 3.4.1 The initial tariff set in January 2021 was £0.21 per kWh. Aberdeenshire Council's Energy Management Team estimate the cost of electricity for Financial Year 2022/23 will be £0.196 per kWh (+VAT). Taking into account transaction fees and allowing a budget for out of warranty repairs, the new tariff has been calculated at £0.24 per kWh and will increase from 20 June 2022.
- 3.5 Transport Scotland have launched a public consultation on current issues on the A96 corridor. The consultation is online and is to capture any changes to travel patterns and habits that may have resulted following the Covid 19 pandemic.
- 3.5.1 The consultation is part of the transparent and evidence based review of the A96 Dualling Project agreed as part of the Bute House Agreement, however the Scottish Government remains committed to improvements on the A96 and the current plan is to fully dual the route between Inverness and Aberdeen.

- 3.5.2 The nature of this consultation is such that a formal response from Aberdeenshire Council is not required at this time. The consultation is seeking views from individuals and business on travel mode, purpose, frequency and opinions on current satisfaction levels or areas of improvement.
- 3.5.3 Aberdeenshire Council agreed a formal response to the A96 Dualling Project Preferred Route Option following a report to Infrastructure Services Committee on 21 January 2021 ([Item 16](#) refers). The Council’s position on this matter has not changed and it is anticipated that there will be a formal opportunity for the Council to respond to the review process at a later date.

#### 4 Council Priorities, Implications and Risk

- 4.1 The report helps to deliver the Strategic Priority “Economy and Enterprise” within the pillar “Our Economy”.
- 4.2 The report helps to deliver the Strategic Priority “Health and Wellbeing” within the pillar “Our People”.
- 4.3 The report helps to deliver the Strategic Priorities “Infrastructure” and “Resilient Communities” within the pillar “Our Environment”.
- 4.4 This report shows how we are delivering on the commitments in the LTS.
- 4.5 The table below shows whether risks and implications apply if the recommendations are agreed.

Subject	Yes	No	N/A
Financial		X	
Staffing		X	
Equalities and Fairer Duty Scotland		X	
Children and Young People’s Rights and Wellbeing		X	
Climate Change and Sustainability		X	
Health and Wellbeing		X	
Town Centre First		X	

- 4.6 The screening section as part of Stage One of the Integrated Impact Assessment process had not identified the requirement for any further detailed assessment to be undertaken as the interventions, strategies, projects and policies referred to in this report will be separately assessed.
- 4.7 There are no staffing or financial implications.
- 4.8 As this report details events which have already occurred, there is no risk identified in terms of the Corporate or Directorate Risk Registers.

## **5 Scheme of Governance**

- 5.1 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and their comments are incorporated within the report and are satisfied that the report complies with the Scheme of Governance and relevant legislation.
- 5.2 The Committee is able to consider and take a decision on this item in terms of Section F.1.1f of the List of Committee Powers in Part 2A of the Scheme of Governance as it relates to the monitoring of the activities of the Transportation Strategy Unit.

**Alan Wood**  
**Director of Environment and Infrastructure**

Report prepared by Anthony Robertson, Strategy Development Officer  
25 May 2022

### **List of Appendices**

Appendix 1	Transport Strategy Update
Appendix 2	LTS MOWG Terms of Reference

**Appendix 1 – Transport Strategy Update**

<b>Project Title</b>	Formartine and Buchan Way E-Bike Project	<b>Action Area</b>	Travel Actively
<b>Action</b>	LTS 2.1 A17	<b>Delivery</b>	FY 2022/23
<b>Budget</b>	LEADER	<b>Progress</b>	95%
<p>Bikes and tracking systems have now been prepared with a formal launch of the scheme scheduled for 11 June 2022. The booking system will utilise the platform currently utilised for the staff E-Bike scheme. Officers are also investigating the possibility of sharing the booking approach with partners to make other bikes available on the same system; eg disability adapted bikes, Kintore E-Bikes (see below) and community operated bikes hire schemes.</p>			

<b>Project Title</b>	Kintore Station E-Bikes	<b>Action Area</b>	Travel Effectively Travel Actively
<b>Action</b>	LTS E1, E5	<b>Delivery</b>	FY 2022/23
<b>Budget</b>	Area Management	<b>Progress</b>	75%
<p>E-bike lockers are to be situated at Kintore Station, with the bikes being included on the electronic booking system currently used for staff E-Bikes and the soon to be launched Formartine and Buchan Way E-bikes.</p> <p>E-Bikes have been procured and fitted with locks and lockers are on delivery notice subject to ground works (to create bases and power connections for the lockers) being completed. Officers are awaiting access approval from Scotrail to undertake these works and complete the project.</p>			

<b>Project Title</b>	Cycling UK Aberdeenshire Bothy Project	<b>Action Area</b>	Travel Actively
<b>Action</b>	LTS A9	<b>Delivery</b>	FY Ongoing
<b>Budget</b>	Smarter Choices Smarter Places/ Sustrans	<b>Progress</b>	33%
<p>The Aberdeenshire Council Bothy Project, in partnership with Cycling UK, had focussed initially on our 5 Integrated Travel Towns (ITTs) of Ellon, Fraserburgh, Huntly, Inverurie and Portlethen and is now ready to be expanded</p> <p>The Bothy has been particularly successful in engaging people who were not already confident cyclists, and in attracting more women to cycle, with over 70% of the participants in cycling sessions this year being female.</p> <p>Around 80% of participants surveyed in the training sessions did not feel comfortable cycling on roads prior to their sessions, however after those sessions, 95% of those surveyed felt more confident about cycling and 90% felt safer. More than half of the participants surveyed planned to start cycling for journeys they were presently doing via car.</p>			

## Appendix 1 – Transport Strategy Update

Financial year 2022-2023 will see the expansion of the project to Peterhead, along with a review of the current locations.

Statistics as of March 2022:

	Target Reach	Achieved Reach
Number of people engaged	150	966
Number of events run (Pop Up events, maintenance sessions)	25	28
Led Rides	50	43
Better Biking Sessions	30	65
Family Cycling Sessions	10	33

<b>Project Title</b>	Sustainable Travel Champions	<b>Action Area</b>	Travel Effectively
<b>Action</b>	LTS 2.1	<b>Delivery</b>	FY 2021/22
<b>Budget</b>	SCSP	<b>Progress</b>	70%

In August 2021 E-Bikes and accessories were delivered to the 6 households participating in the scheme. Each household has been completing travel diaries to show the extent to which the scheme is changing travel behaviours. The BBC has indicated a positive interest in the project and interviewed participants in May 2022. Data from the project and behavioural travel changes will be reviewed in September as the project comes to completion. It is currently proposed to make the E-Bikes available to families who are sponsoring Ukrainian refugees in an effort to improve rural accessibility.

<b>Project Title</b>	Cycle Parking and Maintenance	<b>Action Area</b>	Travel Effectively Travel Actively
<b>Action</b>	LTS 2.1 A17	<b>Delivery</b>	FY 2021/2022
<b>Budget</b>	Infrastructure Sustrans	<b>Progress</b>	100%

£40,000 of funding has been made available by Nestrans to fund further cycle parking and associated infrastructure. Officers are to determine locations best placed to utilise this funding.

Officers are also working in partnership with the Kincardine & Mearns area team to install bicycle maintenance stations in Stonehaven. Site visits to assess possible locations took place in May 2022.

Work is ongoing to install bike maintenance posts at key locations on the Formartine & Buchan Way, subject to relevant approvals.

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<b>Project Title</b>	Rural Walking and Cycling Routes (Shared Routes)	<b>Action Area</b>	Travel Actively
<b>Action</b>	A5,A9,A14	<b>Delivery</b>	2021/2022
<b>Budget</b>	Cycling, Walking and Safer Streets	<b>Progress</b>	80%
<p>The Shared Space – Rural Walking and Cycling Routes trial project which has been trialled along the 3 routes: Polinar Dam in Inverurie, Woodhead of Fyvie and Cornhill is approaching the end of the trial period. A follow up survey is being prepared with the objective to understand the impact of this project in local populations. The survey will be online, however, consideration is being given to a postal survey for residents living adjacent to these routes to allow the project team to gather some additional qualitative data on observed behaviour.</p>			

<b>Project Title</b>	Walking and Cycling Maps	<b>Action Area</b>	Travel Actively
<b>Action</b>	A5, A14	<b>Delivery</b>	2022/2025
<b>Budget</b>	Cycling, Walking and Safer Streets	<b>Progress</b>	0%
<p>A tender has been completed to procure 10 new walking and cycling maps and 16 new treasure tail maps. This will be a 3 year contract with new maps produced each year.</p> <p>The new walking and cycling maps will be created for the following towns: Peterhead, Newburgh, Balmedie, Aboyne, Ballater, Braemar, Alford, Cruden Bay, Pitmedden and Crathie. The Treasure Trail locations are to be determined.</p>			

<b>Project Title</b>	Electric Vehicle Charge Point Programme (Infrastructure)	<b>Action Area</b>	Travel Effectively
<b>Action</b>	LTS E8, LEV Delivery Plan	<b>Delivery</b>	FY 2020/21
<b>Budget</b>	Charge Place Scotland Grant	<b>Progress</b>	80%
<p><b>LAIP (Charge Place Scotland Grant) 2019/20</b></p> <p>The Hanover Street, Fraserburgh site has had the Scottish &amp; Southern Energy Network (SSEN) works completed on 8 December. Commissioning had been scheduled for May 2022 however has had to be rescheduled by the contractor. We are currently awaiting confirmation of new commissioning date.</p>			

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Hillside School, Portlethen is awaiting SSEN works, a date has yet to be agreed between the contractor and SSEN. SSEN timescales are 4-6 weeks for completing civils work.

Ellon Library units have been installed but SSEN works need to be rescheduled due to a delay by SSEN and the Council still awaits a confirmed date for this work

The bay markings at Hillside School, Portlethen, Hanover Street, Fraserburgh and Peterhead are to be repainted with the correct black and white markings. Contractors visited the sites in May 2022 but it was discovered that additional design work is required to re-align spaces. We are currently awaiting further details of requirements from contractor.

### **LAIP (Charge Place Scotland Grant) 2020/21**

Programme of charge points installation is ongoing. Kemnay has been installed, metered and commissioned, and it has been included on ChargePlace's Scotland network in January 2022. Tarland has also been installed and metered, however connectivity issues remain to be resolved so it can be commissioned. The unit in Portsoy has been installed, and we await EDF to provide a meter.

### **LAIP(Charge Place Scotland Grant) 2021/22**

The tender process has been concluded for the Supply, Installation, Commissioning and Maintenance of new Electric Vehicle Chargers in Peterhead, Inverbervie and Balmedie. A meeting with the supplier took place in May 2022 to determine the schedule of works.

Nestrans have agreed to provide additional funding of £30k to facilitate the delivery of the charge point to be located at Balmedie.

### **Aberdeenshire Council Charging**

The Strategy Development team are working jointly with colleagues in Estates to install EV charge points at the Council operated community locations identified in the table below. The teams are currently completing the feasibility and capacity review with the aim to tender for the supply and installation works in July/August 2022. This project is being delivered with £300k of support from Nestrans.

Charge point installation progress can be found in the table below.

Location	Year	Charger Type	Unit Installed	Metering	Commissioning
Ellon, Library	19/20	1x 22kw	✓	Date to be confirmed	Date to be confirmed
Fraserburgh, Hanover Street	19/20	1x 22kw 1x 50kw	✓	Completed 29/03/22	Date to be confirmed



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Hillside School	19/20	3x 22kw	✓	Awaiting SSEN works to be completed. Date to be confirmed	Date to be confirmed
Portsoy, The Square	20/21	1x 22kw	✓	Date to be confirmed	Date to be confirmed
Kemnay, Aquithie Road	20/21	1x 22kw	✓	✓	✓
Tarland, Recreation Ground	20/21	1x 22kw	✓	✓	✓
Westhill Academy or Swimming Pool	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Meldrum Academy	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Linden Centre	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Deveron Sports Centre	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Buchan House	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Bellfield Car Park, Banchory	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed

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Viewmount, Stonehaven	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Kemnay Academy	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Ellon Community Campus	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Mearns Academy	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed
Portlethen Community Campus	22/23	To be determined	Date to be confirmed	Date to be confirmed	Date to be confirmed

<b>Project Title</b>	Electric Vehicle Charge Point Programme (Operations)	<b>Action Area</b>	Travel Effectively
<b>Action</b>	LTS E8, LEV Delivery Plan	<b>Delivery</b>	FY 2020/21
<b>Budget</b>	Charge Place Scotland Grant	<b>Progress</b>	80%

**Fault Management**

The Council has received a large number of fault related queries over the previous year due to some confusion regarding fault reporting processes which has placed considerable strain on staff resource. This issue has been raised with SWARCO the incumbent back office manager of ChargePlace Scotland (CPS) in an effort to improve the efficiencies of fault reporting and management.

The Council continues to meet regularly with CPS to discuss network performance and maintenance issues. The remits have been agreed as:

- Faults identified in units that are still within the warranty period will be investigated and repairs actioned by CPS.

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- Faults identified in units that are out with warranty will be investigated by CPS and if components are required CPS will contact the Council requesting a Purchase Order for parts and will then undertake the repair management.

### Usage

Charge point usage for the period April 2021 to April 2022 was 866,125 kWh with 21,438 charges delivered. For comparison, over to the same period for the previous year 22,191 charges and 278,893.3 kWh was delivered. This represents a 3% decrease in number of charges over the same period but a 300% increase in energy consumption. This could be attributable to the increase in rapid charging units being installed by Aberdeenshire Council and the increasing capacity of vehicle batteries, meaning more users are able to take more energy at each charge.

In January 2021 Aberdeenshire Council introduced a tariff for customers using its EV charge points. Payment from customers is processed by the network operator, ChargePlace Scotland (CPS) with transaction fees deducted before remittance is made to the Council. The methodology and fee setting approach was agreed at the Infrastructure Service Committee meeting of 28 November 2019 (Item 11) where it was also agreed to delegate future tariff amendments to the Head of Transportation (now Environment and Sustainability).

Looking forward to 2022/2023, Aberdeenshire Council's Energy Management Team estimate the cost of electricity for Financial Year 2022/23 will be £0.196 per kWh (+VAT). Taking into account transaction fees and allowing a budget for out of warranty repairs, it is therefore proposed to raise the tariff from £0.21 per kWh to £0.24 per kWh.

<b>Project Title</b>	Virtual Event Platform	<b>Action Area</b>	Travel Actively
<b>Action</b>	LTS 2.1	<b>Delivery</b>	2021/22
<b>Budget</b>	SCSP 20/21	<b>Progress</b>	50%

The virtual platform is being designed to allow the Council to engage the public, businesses and schools in a new innovative way and include a much wider audience. The events launched on the platform will include a range of digital media and online content. The virtual platform is in the next stage of development with content development taking place in May/June and a launch date in summer 2022.

<b>Project Title</b>	Integrated Travel Towns	<b>Action Area</b>	Travel Actively
<b>Action</b>	LTS 2.1 A17	<b>Delivery</b>	FY 2020/21
<b>Budget</b>	Infrastructure, Transport Scotland	<b>Progress</b>	40%

The Integrated Travel Towns (ITT) project aims to improve active and sustainable travel in Aberdeenshire towns by a combination of infrastructure measures and 'softer' activities aimed at encouraging behaviour change. There are 5 ITTs in Aberdeenshire: Ellon, Fraserburgh, Huntly, Inverurie and Portlethen.

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More information about the project, along with masterplans for each of the above towns, can be found at:

<https://www.aberdeenshire.gov.uk/roads-and-travel/transportation/integrated-travel-towns/>

Portlethen – Design work is now almost complete for the 3 ITT cycle routes. Once completed the 3 routes will be tendered as a single package for construction in Summer 2022.

Inverurie – Design work is approaching completion of North South Route. Consultants are now commissioned to deliver design and contract documents for Corseman Hill - Davah Wood path with a design programme set to deliver a tender package for summer 2022.

Huntly – Design work on A96 link path completed and contract documents being prepared. Land purchase still ongoing to acquire short section of track to allow the delivery of the Huntly Deveron Road path.

Fraserburgh – Positive outcome from discussion with Feuars Managers has allowed the progression of the construction element of Phase 2 Maconochie Road scheme scheduled to start mid-2022.

Ellon – Carolines Well woods design is now close to completion and consultants have been commissioned to undertake design of an extension to Castle Road. It is anticipated that the project will be ready for tender mid-2022.

<b>Project Title</b>	Strategic Routes	<b>Action Area</b>	Travel Actively
<b>Action</b>	LTS 2.1 A17	<b>Delivery</b>	FY 2021/22
<b>Budget</b>	Infrastructure, SCSP	<b>Progress</b>	55%

Some longer distance routes, such as between settlements in Aberdeenshire or cross-boundary between Aberdeenshire and Aberdeen City, are of particular importance due to their high level of use and their linking of key destinations.

Ongoing work to improve these routes is as follows. Where the route crosses local authority boundaries into Aberdeen City, Aberdeenshire Officers liaise regularly with colleagues in Aberdeen City.

### **A96 Inverurie to Aberdeen**

Ph3: Kintore to Blackburn – Landowners have been contacted to begin engagement on the proposals, first to seek agreement to undertake topographic surveys and then to discuss access options. Transport Scotland (one of the land owners) have consented to allow access for survey works and are supportive of new infrastructure subject to design approvals.

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Aberdeen City Update - Colleagues in Aberdeen City have been advised by Transport Scotland that any new proposals for the A96 along this corridor would not impact on the development of a path from the City boundary to Blackburn and as such there are no barriers to developing a route on this basis. A recently concluded multi modal study looking at transport improvement on the A96 between Inverurie and Aberdeen has proposed a new shared use path adjacent to the A96 from Blackburn to Craibstone. This will provide a continuous active travel route between Inverurie and Aberdeen given that Aberdeenshire is progressing a link between Kintore and Blackburn and a route already exists between Inverurie and Kintore.

Kemnay to A96 – the public engagement exercise was a success attracting over 870 responses with overwhelming support in principle to a route between Kintore and Inverurie. Both route corridors now have a preferred alignment and officers presented the findings to Garioch Area Committee on 11 January 2022.

### **A90N Ellon to Aberdeen**

Ph1: Ellon – Foveran - Newburgh – The Landowner title search phase is approaching completion. Positive engagement with Foveran Community who have agreed to help in any engagement exercises. Consultants commissioned to undertake engagement. Landowners will be contacted in advance to seek meetings to discuss access options.

Ph1: Balmedie-Blackdog – Positive engagement has been made with Aberdeen Roads Ltd who are the current landowner operating short section of path between Blackdog and Millden. It has been agreed that the existing asset can be transferred to Aberdeenshire Council and discussions are underway to conclude the agreement to allow connection of the shared use paths at either end of this section.

Aberdeen City Update - Colleagues in Aberdeen City had developed a design that would facilitate a link from Bridge of Don to Balmedie. Following a Road Safety Audit, colleagues from Aberdeen City Council have advised that the link between Bridge of Don to Balmedie is to be revisited. No timescale for delivery of the design has been given to date.

### **A90S Aberdeen to Stonehaven**

Portlethen to Wellington Road (Aberdeen south route) – The design works have been progressed as far as possible and title searches are to commence with a view to approaching landowners.

Aberdeen City Update - The Wellington Road design study has been completed and Aberdeen City Officers are currently exploring funding options to move to the next stage of design.

### **Others**

Cluny to Sauchen – Fencing works have now commenced which will mark the completion of the scheme. Qualitative evaluation works to follow.

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### Inverurie to Oldmeldrum

Ph1 Relief Road Link – Work is scheduled to commence to create the first stage link between Inverurie and the new Malcom Allan bridge at Uryside Park. Following several discussions with Malcolm Allan early access to the relief road from the bridge, passing adjacent to the development site has been granted which will allow the path to be extended towards the relief road.

Ph2 Lethenty Mill Link - Route options beyond the relief road to Lethenty Mill had stalled in 2021 due to landowner issues, however the Meldrum Paths Group have had a positive response to an alternative route which would link to Lethenty Mill and officers will be working with the paths group during 2022 to try to facilitate this next link.

### **Other Aberdeen City Updates**

#### **A90/A92(S)**

The Laurencekirk to Aberdeen Multimodal Corridor Study Case for Change was submitted to Transport Scotland at the end of March and officers are now looking at opportunities for taking the active travel and bus elements forward to STAG appraisal under the Bus Partnership Fund.

#### **A944/B9119**

As part of the Bus Partnership Fund, a multimodal corridor study is looking at options for a continuous cycle route between Westhill and Aberdeen. Proposals will be subject to public and stakeholder consultation during May and June 2022, with the STAG report due for completion in late summer 2022.

#### **A93 and A947**

Multimodal corridor studies are underway on looking at improved active travel and public transport connections between both Banchory and Aberdeen (A93), and Banff and Aberdeen (A947).

<b>Project Title</b>	I-Bike	<b>Action Area</b>	Travel Actively
<b>Action</b>	LTS A9	<b>Delivery</b>	FY 2020/21
<b>Budget</b>	Smarter Choices Smarter Places/ Sustrans	<b>Progress</b>	On Going

The I-Bike Officer works with schools to provide a range of activities helping pupils to develop their cycling skills and confidence.

A new I-Bike officer has taken up the post in Term 2 but has continued the momentum and kept on with delivering training and engagement sessions to the schools currently engaged in the project. Currently the focus is on schools within the Ellon and Portlethen areas, although the officer continues to offer support to those previously

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engaged (in Fraserburgh, Inverurie, Mintlaw and Peterhead). During Term 2, 42 sessions were delivered, reaching 3004 pupils.

One of the aims for the future is to ensure that every young person from P4 to P7 in Ellon and Portlethen can confidently cycle.

<b>Project Title</b>	Enhanced/Digital Demand Responsive Transport (DDRT)	<b>Action Area</b>	Travel Effectively
<b>Action</b>	LTS E1, E5	<b>Delivery</b>	FY 2020-22
<b>Budget</b>	Local Bus Services	<b>Progress</b>	80%

The Council supported DDRT service branded as Ready2Go Around Inverurie has operated under contract to Watermill Coaches since 16 August 2021. Service details are available on the Council's website [Ready2Go around Inverurie - Aberdeenshire Council](#).

The Council arranged for new ticket machines to be installed on the buses to provide passengers with the choice of contactless payments which have proven to be popular.

The Scottish Under 22 Free Bus Travel scheme was introduced on 31 January 2022. This has led to a minor increase in the number of young people using the service but has not increased the overall passenger numbers of approximately 1,100 trips per week.

In terms of the DDRT booking and management system, there is a requirement to continually monitor and adjust parameters and/or algorithms to try to accommodate conflicting demands, e.g. future versus on-demand trips and rural versus town trips.

Stantec UK Ltd, who were commissioned to evaluate the service, have produced a draft report that is currently being finalised. The evaluation report will include a review of the service performance, lessons learnt and recommendations on how these can inform decisions on the potential for roll-out of DDRT.

<b>Project Title</b>	Rail Matters	<b>Action Area</b>	Travel Effectively
<b>Action</b>	LTS E26	<b>Delivery</b>	2022
<b>Budget</b>	N/A	<b>Progress</b>	Ongoing

### Aberdeen to Central Belt Rail

The Scottish Government has committed £200 million to improve journey times and increase capacity on key rail links between Aberdeen and the Central Belt for passengers and freight. The project is progressing with preferred options now identified. Three differing elements will progress at different rates and stages depending on inter-dependencies including the electrification of the east coast

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mainline programme. These are:

- Signalling – modernisation to enable reduced timings between ‘blocks’;
- Freight Loops – to enable slower freight traffic to make way for faster passenger trains; and
- Track layout at stations and fast train paths (timetabling/allocation of slots on network).

It is anticipated the work will take between 12 to 18 months to complete and ground investigations have commenced to enable the next stage of design work.

### **Insch Station Accessible Platforms**

The revised Option Appraisal was sent to Transport Scotland on 28 of August 2021. Minor feedback was received from Transport Scotland on 29 November 2021, focussing on providing a clearer explanation around one aspect of the economic appraisal. Once this is completed and resubmitted, it is understood that the appraisal can be signed off from a technical perspective. Thereafter, the attention would turn to supporting Transport Scotland and Network Rail to confirm funding and delivery pathways to implement the recommendations in this study. Currently awaiting feedback from Transport Scotland to complete study and progress to funding options. Note that the Scottish Government Strategic Transport Projects review identifies making all stations in Scotland accessible a priority.

### **Aberdeen to Laurencekirk Multi-modal Study - including case for new railway stations**

The first phase of the study referred to as the “Case for Change” has now been completed and agreed by Transport Scotland (as funder through the Rail Development Fund). Nestrans are lead partner with consultants AECOM commissioned to undertake the work. The second phase of the study which will look at the potential options to address the issues raised is now underway with a public consultation recently completed with a high response of 1,104 online surveys received.

The high-level summary of the responses is:

#### **Active Travel**

- demand for improved active travel facilities along the route
- half of respondents indicating that long distance walking and cycling infrastructure is needed



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- 46% indicating that improved walking and cycling infrastructure within settlements is required
- 23% of respondents indicated that segregated cycle lanes are required to encourage sustainable travel along the corridor

### **Bus**

- demand for improved bus services along the corridor
- 43% of respondents indicated that there are journeys they would like to make by bus that they are unable to currently
- to encourage greater bus use, most popular responses were improved frequency (46%), reduced cost of fares (46%), quicker journey times (38%) and services to a wider range of destinations (37%)

### **Rail**

- There is demand for additional rail infrastructure along the corridor, particularly from Cove and Newtonhill
- 47% indicated that a new rail station in Cove would encourage them to use the train for more journeys
- 42% indicated the same for a new rail station in Newtonhill
- Some concerns raised regarding the potential demand for rail in light of changing travel patterns as a result of the pandemic
- 52% of respondents noted that reduced cost of fares would encourage them to use the train for more journeys.

### **Road**

- Good overall level of satisfaction with the road network
- Relatively few comments raised about congestion or journey times, likely reflecting the benefits that have been delivered through the opening of the AWPR
- Problems raised with the road network included, insufficient electric vehicle charging infrastructure, poor road surface and safety concerns at junctions, particularly at Laurencekirk

Further feedback is awaited from Transport Scotland on this phase of the work prior to progressing to the next stage of analysis.

**Appendix 1 – Transport Strategy Update**

<b>Project Title</b>	City Region Deal Strategic Transport Projects	<b>Action Area</b>	Travel Effectively
<b>Action</b>	LTS E4	<b>Delivery</b>	To 2025
<b>Budget</b>	City Region Deal	<b>Progress</b>	Ongoing

The City Region Deal agreement contains provision of £7 million to undertake a strategic transport appraisal, considering the future transport requirements of the region, taking account of the impacts arising from the investment associated with the Deal. Five million was sourced from the 2 governments, £2 million was sourced from the 2 local authorities. The programme is in the second phase of work on the Strategic Transport Appraisal.

The Aberdeen City Region Deal Joint Committee approved the proposals to support the development of Strategic Business Cases for the following elements:

1. Strategic Modelling Work. **(Ongoing- ASAM 19 – delayed due to national modelling work impacting on data sets)**
2. Appraisal and Business Case Development for Aberdeen Rapid Transit Proposals. **(Commenced and ongoing– with significant funding awarded through the Bus Partnership Fund)**
3. Appraisal and Business Case Development for A90(N) Corridor. **(Awaiting outcome of Strategic Transport Projects Review prior to commencement)**
4. Business Case Development for A956 Wellington Road Corridor. (southern route out of Aberdeen) **(Approval from Aberdeen City Council Committee received)**
5. Smaller scale interventions modelled on “Live-Lab” proposals, with initial concepts having been sifted to allow further development of: **(Project work ongoing)**
  - a. Mobility Hubs – City, Suburban and Rural Small Town.
  - b. Alternative Fuelling Hubs.

Each of the different proposals above are associated with individual delivery paths, dependencies, resource requirements and uncertainties.

Currently awaiting the outcome of STPR2 prior to progression of the remaining elements.

**Access to Aberdeen South Harbour**

An updated Strategic Business Case was considered at the City Region Deal Joint Committee on 20 August 2021 and by Aberdeen City Council on 25 August 2021 both approving a draw down of £1.2m from the City Region Deal budget for this project to progress the design and an Outline Business Case. This includes, but is not limited

## Appendix 1 – Transport Strategy Update

to, surveys and investigations, design development, obtaining all necessary approvals, permissions, licences, agreements and consents required. Comments on the Business Case from Scottish Government and Transport Scotland are currently being resolved. Prior to Business Case sign off, Aberdeen City Council is progressing with preliminary works to support the design process including recruiting for additional staffing resource.

<b>Project Title</b>	Strategic Road and Bridge Projects	<b>Action Area</b>	Travel Effectively
<b>Action</b>	LTS E4	<b>Delivery</b>	FY 2021-2025
<b>Budget</b>	Transport Scotland	<b>Progress</b>	Ongoing

### **Laurencekirk Grade Separated Junction**

Aberdeenshire Council is continuing to work closely with Transport Scotland and consultants Amey to address the issues arising from the closure of Oatychill Bridge. Transport Scotland are currently assessing the options for alternative access to affected properties at Oatychill.

### **A96 Dualling**

Transport Scotland published their preferred route option on 21 December 2020. The A96 project is currently undergoing a review to of the project's carbon and climate change impact. The review is intended to be complete by end 2022. A questionnaire was opened to the public on 12 May 2022 and can be accessed (along with further information about the review process) here:

<https://www.transport.gov.scot/our-approach/strategy/a96-corridor-review/#70642>

### **A947 Route Improvement and Levelling Up fund Bid**

Officers are preparing a bid to the UK Leveling up Fund to be submitted in July 2022 for funding to support delivery of key upgrades to the route. This is being overseen by the Member Officer Working Groups and in the approach was endorsed by Full Council in April (Item 12).

### **Banff - Macduff Active Travel Bridge Study**

The study is now complete with final amendments to the draft final report - which was shared with local Elected members in April – now being concluded. The study concludes that an Active Travel Bridge would have a positive impact on the towns, that it is technically and economically viable and where the preferred line should be. It further gives potential options for bridge types, but the final design will be subject to detailed assessment in the next stages of work. A report will be submitted to the Area Committee in due course and preparations are underway to seek external funding to progress the next stage of design work.

## **APPENDIX 2**

### **Aberdeenshire Council Local Transport Strategy Development**

#### **Member Officer Working Group**

#### **TERMS OF REFERENCE**

## **Purpose**

The Short Life Member Officer Working Group (MOWG) shall oversee the development of the Council's Local Transport Strategy (LTS).

## **Remit**

The Group shall have the following remit:

- To consider information and data which will be provided by officers to help develop the context, aims and objectives and format of the LTS.
- To agree a list of internal and external stakeholder groups for consultation.
- To consider and feedback on the findings of a review of the current LTS document.
- To support and assist with the identification of key issues and topics for consideration in the LTS document related to sustainable, active and low carbon travel and goods movement.
- To consider proposals developed by officers that will be included in the LTS Action and Delivery Plan.
- To assess and prioritise project actions contained in the delivery and action plan of the LTS.
- To make recommendations to the Infrastructure Services Committee on the emerging LTS document.

## **Objectives**

It is the objective of the MOWG to provide a platform for engagement to facilitate the delivery of a LTS that best reflects community and business aspirations and addresses wider climate, health and economic issues. The MOWG should aim to ensure that the LTS document and associated Action and Delivery Plans represent an ambitious while realistic approach to ensuring Aberdeenshire Council is able to deliver on local, regional and national aspirations surrounding transportation.

## **Membership**

The MOWG shall consist of eight (8) Aberdeenshire Council elected Members in a politically proportionate representation, relevant officers from Aberdeenshire Council and a representative from Nestrans as Regional Transport Partner representative.

## **Accountability**

The meetings will be organised and recorded by the Environment and Sustainability Service.

A Chairperson will be nominated by the group at its first meeting.

The Chairperson will be responsible to ensure the terms of reference are delivered. Members of the group will be required to make recommendations to the Infrastructure Services Committee.

### **Working Practices**

The MOWG will be required to meet at each key stage of the development of the LTS. Meetings will be scheduled to take place either via Microsoft Teams or in person at a venue to be agreed subsequent to each meeting. The MOWG will also be expected to appoint a Chair at its first meeting.

Meetings will be held at key stages of LTS development, typically five meetings in total with the first proposed in June 2022 and bimonthly thereafter until March 2023. Officers from the Environment and Sustainability Service will arrange the venue and inform members two weeks in advance of the planned meeting with an agenda and papers distributed 7 days in advance of the meeting.

Minutes/actions to be recorded and distributed to the group members within 10 days, with a view to be finalised within 20 days and published within 30 days.

There will be an agreed standing agenda which will be agreed at the first meeting. Additional items being added on a need's basis on approval from the Chairperson 10 days in advance of the meeting date.

Other parties may be invited to attend meetings as and when appropriate. All communications as part of the Working Practices will be issued/received via email.

### **Cessation of Working Group**

The LTS MOWG will be a short life working group which will cease after the delivery of a final LTS document, following ratification of the Infrastructure Service Committee.