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The Aberdeen Local Transport Strategy (2023-2030)



Public Realm Improvements,
Broad Street, Aberdeen

Foreword

A successful city is one which attracts people to live, work and visit it. In the case of Aberdeen, its function as the regional centre for the North East of Scotland means that it serves not just a local population but a much wider area. People across the north east rely on Aberdeen and access facilities within the city for work, education, retail, leisure and healthcare. An effective transport system underpins this and is key in enabling the movement of people and goods and providing access to opportunities. A Local Transport Strategy (LTS) is essential in making sure that the transport network is planned, developed and managed to make this possible. An LTS also ensures that other policies, plans and strategies in the Council that rely on ease of mobility such as those around regeneration, economic growth, the environment, health and communities, are able to be successfully realised. Ultimately, a successful transport network enables a high quality of life.

Since the previous Local Transport Strategy was adopted, the Aberdeen Western Peripheral Route (AWPR) has opened and the railway between Aberdeen and Inverurie improved. Both of these not only remove a lot of through traffic from Aberdeen but allow our city's transport system to be reconfigured to allow better access for everyone. Although the private car will still have a key role to play in transporting people, it does not suit everyone. With an ageing population, the rising cost of living, around 16% of people in the city under the age of 16 and around 15% of households across the city without access to a car, ensuring people have user-friendly access to other modes of transport is very important. Furthermore, configuring the transport network around the needs of the car driver has been shown to cause environmental problems, congestion and wastes a lot of space which could be used better, given over to people. Creating more walking, wheeling and cycling opportunities not only makes it easier for people to move around but has been proven to bring huge benefits to physical and mental health and to the health of a city's economy. Likewise, a successful public transport system is key to ensuring the majority of the population have access to transport and can move around easily. In 2020, the COVID-19 global pandemic had a massive impact on people's lives but also saw a



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Aberdeen City Council
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huge increase in walking and cycling, demonstrating that, if the conditions are right, people want to use these modes. In addition, it highlighted the key role that technology had in enabling people to continue to work, access goods and services and, most importantly, stay in contact with one another. Sadly though, many people suffered mentally and physically by not being able to move around the same, demonstrating the importance of physical transport, both for health and social inclusion. It is therefore essential that the LTS enables a transport system that allows both the physical and the virtual aspects to work successfully.

The global climate and nature crisis continue to affect Aberdeen at local level, causing the Council to join local authorities across the world in declaring a Climate and Nature Emergency. The Council has already committed to working with partners to deliver a just

transition to net zero and plans to make Aberdeen a net-zero city by no later than 2045. The current administration want to bring this forward. Aberdeen's transition from an Energy City, built on Oil and Gas, to one built on renewables and the low carbon economy is also gathering pace as the city builds on the skills and knowledge amassed over several decades. Furthermore, like other cities, changing shopping habits have affected Aberdeen's city centre. Building on this, regeneration of the city, especially in the city centre core with the City Centre and Beach Masterplans is well under way. Transport will have a huge part to play in realising all of this.

Nationally, by 2030, the Scottish Government has committed to a 20% reduction in car kilometres travelled, a 75% reduction in emissions and phasing out the need for new petrol and diesel cars and vans. There is also a local commitment to a reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030. To ensure it can work towards these commitments, the Aberdeen LTS will align itself with these by covering the time period up to 2030. However, it also puts measures in place to realise the longer term goals beyond such as Net Zero by 2045.

In short, transport underpins everything that we are doing to ensure that Aberdeen, our city, is a successful place in the future and this LTS will be key in enabling us to make this happen.



Glossary of terms

Aberdeen City Voice Survey – An annual survey sent to a panel of respondents in Aberdeen and then to the wider residents of the city, asking them about a range of subjects including their travel.

Aberdeen Rapid Transit (ART) – A tram-like, bus-based high frequency, high capacity public transport offering with quick journey times.

Active Travel – Making journeys in physically active ways.

Adopted roads – Roads which are the responsibility of the Council.

Advanced stop lines – Stop lines at junctions which allow cyclists to stop beyond the traffic.

AQMA – Air Quality Management Area – An area where agreed Nitrous Oxide and Particulate emissions are being exceeded.

AQAP – Air Quality Action Plan. Sets out actions to improve air quality in the city.

AWPR – Aberdeen Western Peripheral Route. Strategic dual carriageway route to take traffic around the city rather than through it.

BEV – Battery Electric Vehicle. Takes all its power from “plugging in”.

Bikeability – Nationally-funded cycle training programme offered through schools.

The Aberdeen Local Transport Strategy 2023-2030

Bus Partnership Fund – National funding that Councils, with partners, can bid for to deliver targeted bus priority measures on local and trunk roads to help improve bus services.

CCTV – Closed Circuit Television cameras.

Challenges – Current difficulties with the transport network that need to be overcome.

COVID-19 – A form of Coronavirus disease which caused massive global disruption from 2020-2022.

Cycling By Design – National guidance for the designing of new cycling infrastructure.

Demand Management – Schemes which reduce travel demand by one or more modes or forms of transport.

Demand Responsive Transport – Public transport which does not operate a fixed route or times and can be booked in advance. Route is tailored to those who want to use it and where they want to go.

Developer Obligations – Monies identified through the planning process and paid by a developer to put in place infrastructure to mitigate the effect of a new development on the transport network.

EV – Electric Vehicle.

FCEV – Fuel Cell Electric Vehicle (usually powered by hydrogen).

Hybrid vehicle – Vehicle that is powered by more than one type of fuelled motor.

I Bike – Educational programme run by Sustrans for children and adults to encourage greater confidence and build skills in active travel.

ITS – Intelligent Transport Systems.

Just Transition – Scottish Government commitment to support a net zero and climate resilient economy in a way that delivers fairness and tackles inequality and injustice.

Key Drivers – The main things driving the need for a Local Transport Strategy and the need to update the current one.

LDP – Local Development Plan. Land use plan for the city for new developments.

LEZ – Low Emission Zone. Restricts access to vehicles which do not meet the criteria.

Local Living – Being able to access the main services and facilities you require within a 20 minute active travel round trip from your home..

LTS – Local Transport Strategy. The high level transport plan for the city.

Main Issues (Report) – The key points that this LTS needs to consider and address.

Mobility As A Service (MAAS) – A service that enables users to plan, book, and pay for multiple types of mobility or transport services or trips and through one account.

Mobility Hub – Location where travel can be made by a choice of different modes.

Mode shift – Changing from using one form or mode of transport to another.

Mode split – The split of users across different modes or forms of transport.

Multi-Modal – Catering for multiple different forms or modes of transport.

Nestrans – North East Scotland Transport Partnership. The Regional Transport Partnership.

Net Zero – Achieving a balance between the greenhouse gases emitted into the atmosphere, and the greenhouse gases removed from it.

NHS Grampian – National Health Service, serving the former Grampian regional area.

North East Scotland Bus Alliance – A voluntary Quality Partnership Agreement between Nestrans, Aberdeen City Council, Aberdeenshire Council, First in Aberdeen, Stagecoach Bluebird and Bains Coaches to deliver bus service improvements.

NPF4 – The fourth version of the National Planning Framework for Scotland.

NTS2 – The second National Transport Strategy for Scotland.



Aberdeen South Harbour



Union Terrace Gardens

Opportunities – Things which exist that can help to improve the transport network.

Park and Ride (P&R) – Place to park on edge of the city and make your onward journey by another way.

PHEV – Plug-in Hybrid Electric Vehicle.

Placemaking – The process of creating quality places that people want to live, work, play and learn in.

Roads Authority – The body responsible for the care, control or management of roads within a given area. The Council is Roads Authority for the majority of the public roads in Aberdeen.

RTS – The “Nestrans 2040” Regional Transport Strategy.

RSNES – Road Safety North East Scotland partnership.

Scottish Household Survey – An annual survey carried out by the Scottish Government asking questions to households about a variety of subjects including their travel.

Segregated routes – Routes which split one mode of transport from another.

SEPA – Scottish Environmental Protection Agency.

Solar Studs – Solar-powered low level lighting (often set into paths).

STAG – Scottish Transport Appraisal Guidance.

STPR2 – The second version of the Strategic Transport Projects Review for Scotland.

Sustainable Development – Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustrans – A United Kingdom-based walking, wheeling and cycling charity, and the custodian of the National Cycle Network.

TECA – The Event Complex Aberdeen.

Transport Planning Objectives (TPOs) – Objectives that meet the challenges and opportunities set out in the main issues report for the LTS.

Transport Scotland – The Scottish Government Transport Agency.

Trunk Roads – Strategically important roads which are the responsibility of the Scottish Government.

Twenty minute neighbourhood – Being able to access the main services and facilities you require within a 20 minute active travel round trip from your home.

Ultra Low Emission Vehicles – ULEVs are vehicles currently defined as having less than 75 grams of CO2 per kilometre (g/km) from the tail pipe.

United Nations (UN) – An international organisation that aims to increase political and economic cooperation among its member countries.

Urban Realm – The physical and social spaces found in urban areas (Roads, Buildings, Parks etc).

VMS – Variable Messaging Signs. Allow live information to be dispensed to transport network users.

WACI – Walking and Cycling Index. Survey of walking, wheeling and cycling users, undertaken by Sustrans every 2 years.

Wheeling – Getting around by means of a wheelchair or a wheeled mobility aid.

World Health Organisation (WHO) – An agency of the United Nations (UN) responsible for international public health.



SHIPROW
LEADING TO MARITIME MUSEUM

Section 1: Introduction and Navigation

What is a Local Transport Strategy?

A Local Transport Strategy (LTS) is a high-level transport plan which looks at the transport needs of a local authority area. It sets out a series of actions and outcomes to meet those needs over a set period of time. Furthermore it considers transport's relationship with wider plans, policies and strategies. The Aberdeen LTS focuses on Aberdeen City but also

considers connections into Aberdeenshire given the important role of Aberdeen at the heart of the wider City Region. The Strategy covers the period from 2023 – 2030, but will also include longer reaching outcomes towards 2045 to provide a clear framework for more strategic decision making and investment.



E-Bike hire and pedestrian rest point, Westburn Road

How to Use This Document

Section 2 9

The strategic context for the LTS – This section outlines the current transport network, where the LTS sits alongside other key documents, plans and projects and some key concepts for the LTS to follow. It also details how members of the public, stakeholders and the changes to the transport context since the last LTS have informed the new LTS.

Section 3 25

The overarching strategy – This section presents the Vision, Objectives, Outcomes and Outputs that the LTS will strive to deliver.

Section 4 29

The spatial narrative – This section presents a vision for how Aberdeen's transport network should look by 2030.

Section 5 33

The topic areas – This section looks in detail at the key areas of the transport network that the LTS looks to cover. Each has a corresponding policy and actions to achieve this.

Section 6 118

The monitoring plan – This section outlines how the LTS will be monitored and how the key outcomes will be measured.

Section 7 119

The next steps – This section outlines the process for turning the draft LTS into a final version.

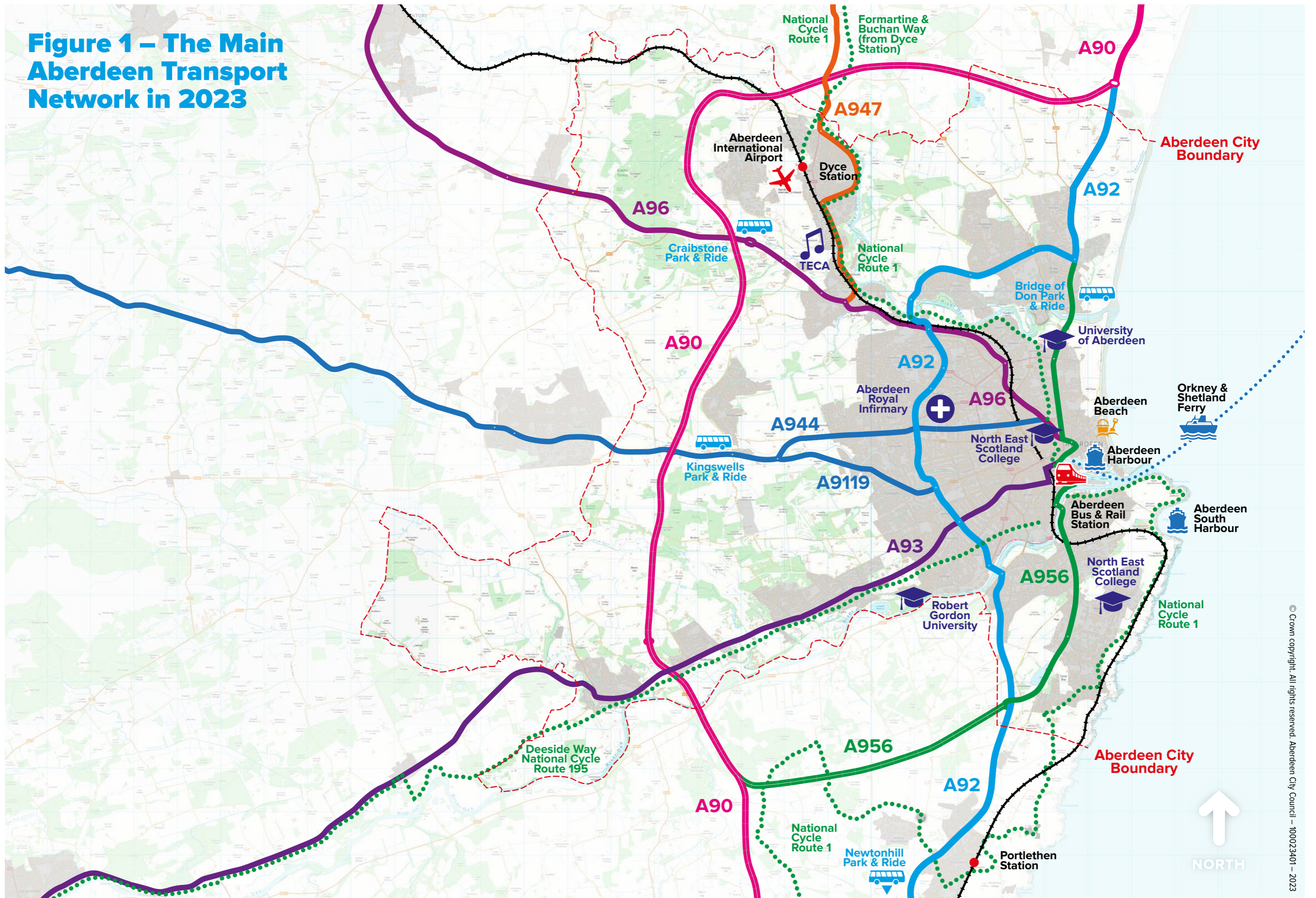
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Section 2: Strategic Context

Beach Esplanade Cycleway
and widened footway

Figure 1 – The Main Aberdeen Transport Network in 2023



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Aberdeen's Transport Network

Aberdeen's transport network is of fundamental importance to the city for the movement of people and goods to, from and around it. The network does not work in isolation as transport affects and is affected by many other factors including land use, regeneration, communities, health, the environment and the economy. A good transport network is a huge contributor to a good quality of life and a successful place. On 30 June 2021, the population of Aberdeen City

was 227,430 and is expected to increase to 230,100 by 2028. For Aberdeenshire, the neighbouring authority which wraps around Aberdeen City, the population was recorded as 262,690 on the same date and is predicted to rise to 267,896 by 2028. With this number of people living in the city and the number outside who rely on it for goods, services, work education and leisure pursuits, there are a huge amount of people travelling to, from and around Aberdeen everyday.

The city's transport network encompasses all of the infrastructure required to ensure the movement of people and goods. As well as the roads, railways, footways and paths across the city this includes supporting facilities such as parking and maintenance of it all. It also considers ways in which people could still have access to things without needing to

move around so much. Figure 1 shows the city's main transport network alongside some key trip generators.

With transport being such an important component of the city, a clear Local Transport Strategy is essential to ensure the network can function and improve to best serve these needs. Crucially, it is a key component in identifying and

attracting investment into the network too. The LTS is also an important tool in setting the context for more in-depth plans and projects, which could be focused specifically on different modes of transport or individual areas of the city. Furthermore, it helps to ensure that the role of transport is considered in other key policies, plans and strategies in the city.

Strategic Transport Strategy

Context for the LTS

The LTS itself takes its lead from Transport Strategies at National and Regional level, transposing the key themes of the National Transport Strategy, NTS2, and the Nestrans

Regional Transport Strategy, Nestrans 2040, to the local level.

In addition, it draws upon other key National, Regional and Local Plans, Policies and Strategies and legislation.

LTS, Daughter Documents

The LTS is intended to provide the strategic overview for the evolution and management of the City's Transport Network, in this case up to 2030. However, there will be a series of daughter documents to provide further details on specific areas. These include

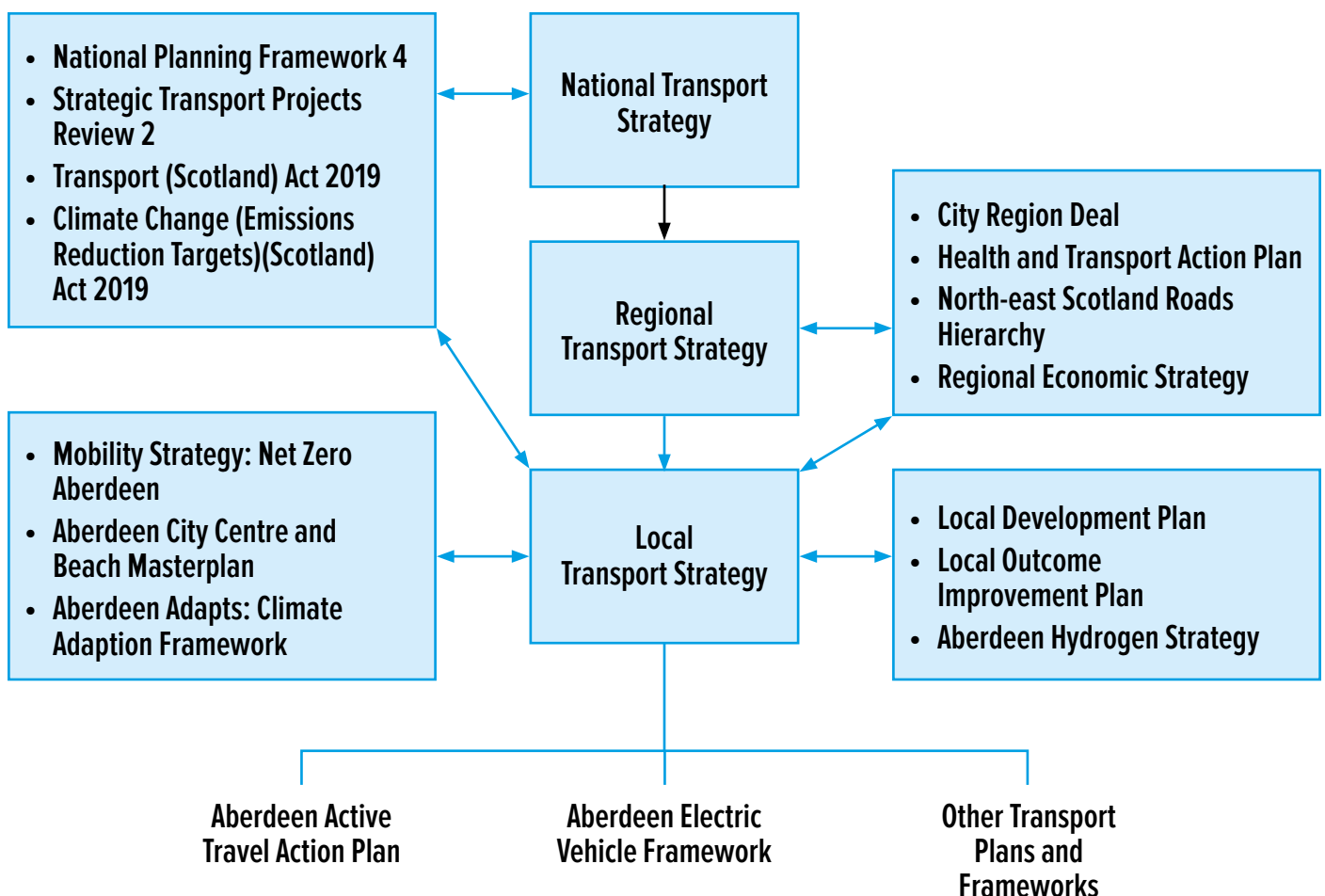
- The Aberdeen Active Travel Action Plan
- The Aberdeen Electric Vehicle Framework

During the lifespan of the LTS further daughter documents will be produced to develop other transport areas.

Chart of LTS and key documents

Figure 2 below shows where the LTS sits in the hierarchy of key transport documents as well as some of the major documents which it is influenced by and influences. A full list of the documents which influence the LTS can be found in Appendix A.

Figure 2 – The LTS within the strategic transport context



Prioritising Sustainable Transport

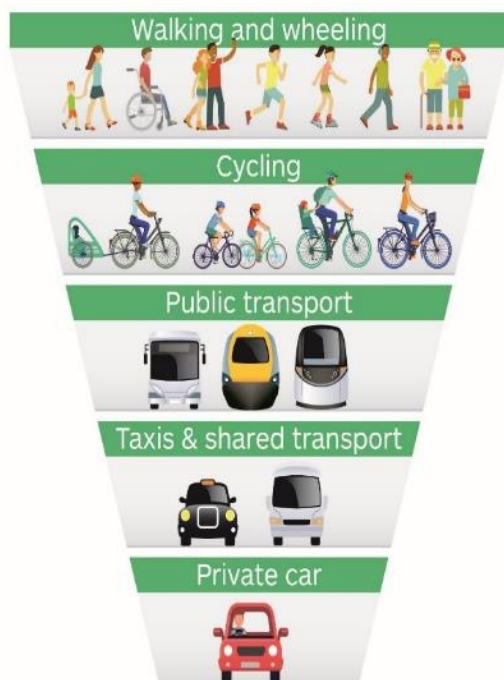


Figure 3 – The Sustainable Transport Hierarchy

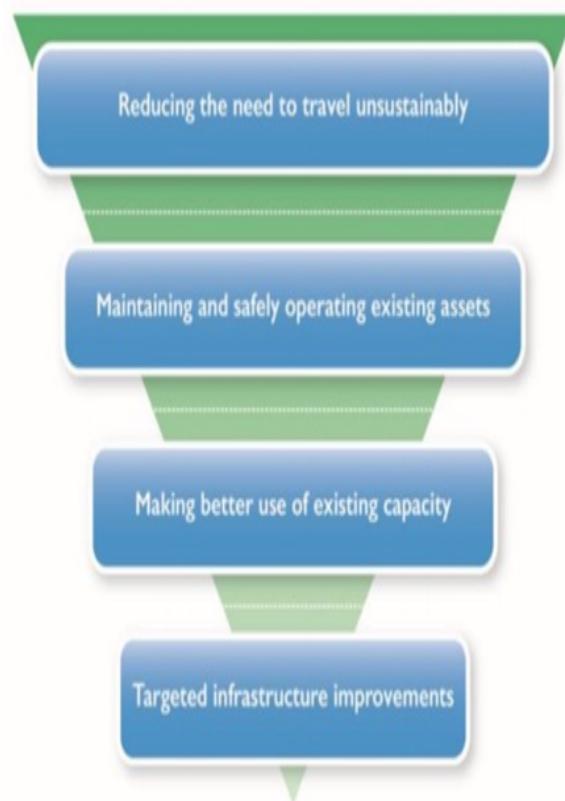


Figure 4 – The Sustainable Investment Hierarchy

Key transport planning concepts

Two key concepts for the planning of transport are also outlined in the National Transport Strategy. These are the Sustainable Transport Hierarchy and the Sustainable Investment Hierarchy.

The Local Transport Strategy will embed these principles into transport at the local level.

Sustainable Transport Hierarchy

Transport Scotland has pledged to embed the Sustainable Transport Hierarchy, shown in Figure 3, in decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. Although car use still very much has a place in the transport network, people should be encouraged and able to access other choices which make more efficient use of space and resources.

Sustainable Investment Hierarchy

In addition, at the national level, the Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that make better use of what is there and reduce the need to travel unsustainably are prioritised. The key thrust of this is to consider other options before just proceeding straight to the creation of new infrastructure. This is shown above in Figure 4.

Sustainable Development

The United Nations has developed 17 Sustainable Development Goals^{1a}. The following are of relevance to the LTS.



1. No poverty – End poverty in all its forms everywhere.



3. Good health and wellbeing – Ensure healthy lives and promote well being for all at all ages.



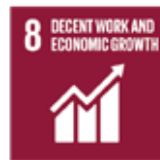
4. Quality education – Equitable quality education and promote lifelong learning opportunities for all.



5. Gender equality – Achieve gender equality and empower all women and girls.



6. Clean water and sanitation – Ensure availability and sustainable management of water and sanitation for all.



8. Decent work and economic growth – Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.



9. Industry, innovation and infrastructure – Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation.



10. Reduced inequalities – Reduce inequality within and among countries.



11. Sustainable cities and communities – Make cities and human settlements inclusive, safe, resilient and sustainable.



12. Responsible consumption and production – Ensure sustainable consumption and production patterns.



13. Climate action – Take urgent action to combat climate change and its impacts.



15. Life on land – Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.



17. Partnerships for the goals – Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development.

^{1a} <https://sdgs.un.org/goals>

STAG

In order to develop the Local Transport Strategy a Scottish Transport Appraisal Guidance (STAG) based approach, following the key principles, was adopted. STAG^{1b} is a Scottish Government tool which represents best practice guidance for transport appraisals.

The Scottish Government advise that an appraisal using STAG is required whenever Scottish Government funding, support or approval is needed to change the transport system. The key stages followed to develop the LTS are outlined in Figure 5.

Following a STAG based approach will ensure that the LTS has a robust evidence base and allows members of the public, stakeholders and funders to have confidence in the document.

Figure 5 – Key STAG-based stages in developing the LTS

STAGE	STEPS
Case for Change	<ul style="list-style-type: none"> – Analysis of problems and opportunities affecting the transport network in Aberdeen. This was informed by review of the previous LTS, review of the transport context and public consultation. – Setting of Transport Planning Objectives (TPOs) to address these.
Option Generation and Development	<ul style="list-style-type: none"> – Come up with options or approaches that the LTS could take.
Option Appraisal	<ul style="list-style-type: none"> – Appraise the Options against the Transport Planning Objectives. – Appraise the Options against the STAG criteria.

^{1b} More details about STAG can be found here www.transport.gov.scot/media/41507/j9760.pdf



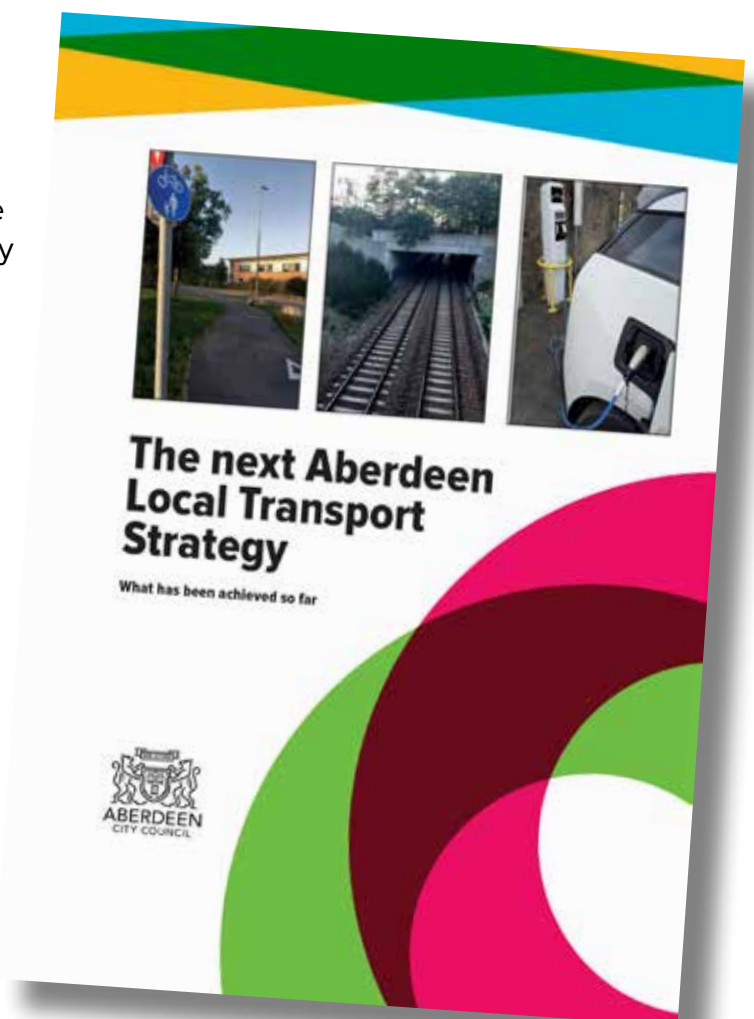
King George VI Bridge



Union Street

Listening to you

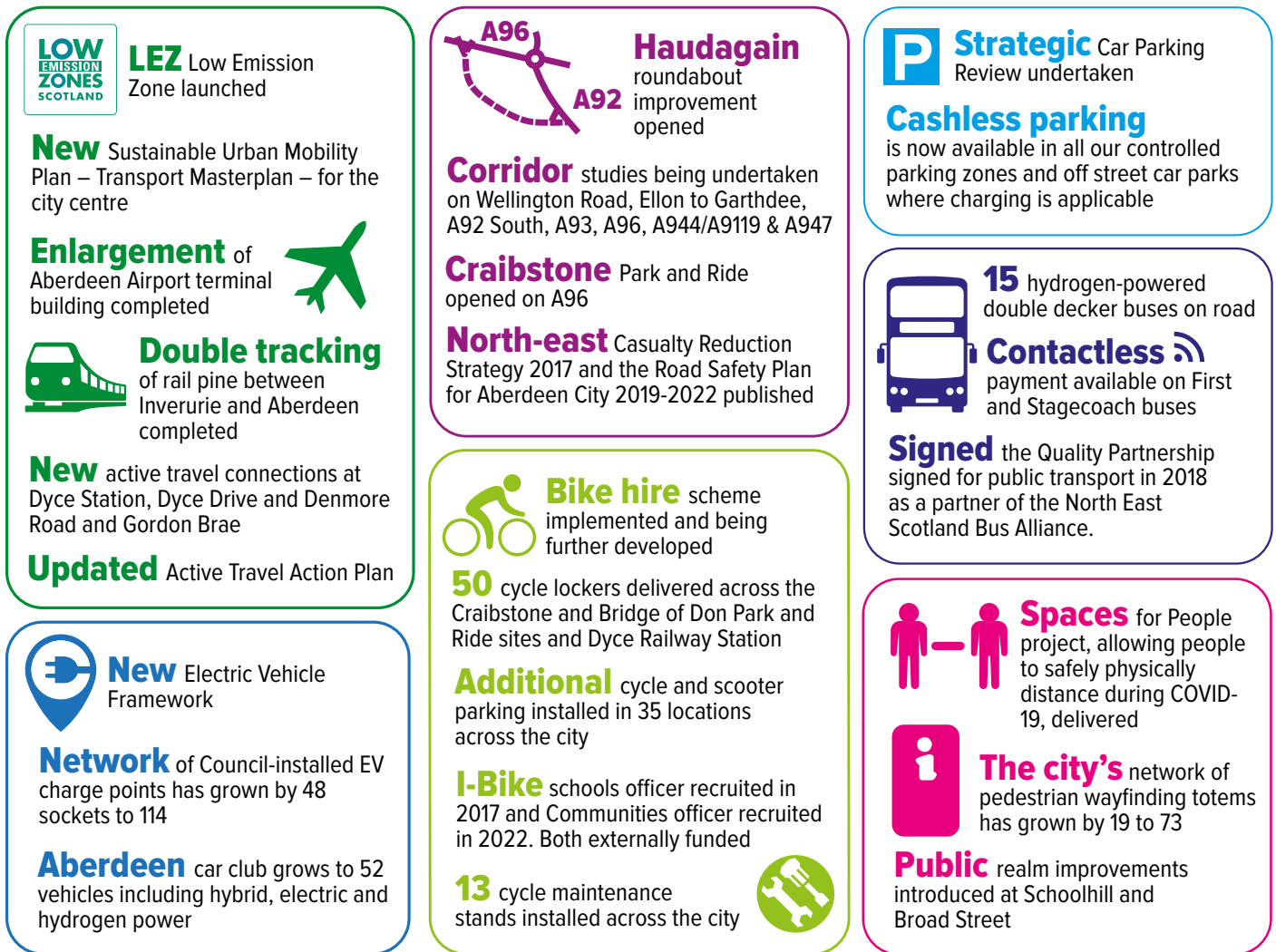
An LTS needs to best serve the users of the transport network. This gives them the confidence in the strategy, but also makes sure it improves the transport network and ultimately the city for them. This LTS will be informed by two rounds of public and stakeholder consultation. The first was at the Main Issues Stage, in October 2021. This ensured that the perceived challenges, opportunities, good and bad points of the Aberdeen transport network were captured right at the start of the process and ahead of the development of the strategy. The second round is consultation on this draft LTS to ensure that members of the public and stakeholders have the chance to give feedback on the document ahead of its adoption. More details about how initial public and stakeholder feedback has shaped the draft LTS can be found in Appendix A – Main Issues Report. The results of the consultation on this draft LTS will be added as an appendix to the final LTS when it is reported to committee in early 2024.



Progress and changes since 2016

The previous Aberdeen LTS was adopted in 2016. The last 7 years have seen some large changes to the transport network in Aberdeen with some of the key ones captured below in Figure 6.

Figure 6 – What has been achieved since 2016?



The publication of documents such as the first Aberdeen Walking and Cycling Index (WACI) in 2022, facilitated by Sustrans, has also provided invaluable data around walking, wheeling and cycling movements in the city and the attitudes of people towards these. Aberdeen's success, with the North East Scotland Bus

Alliance, in bidding for £12 million Scottish Government funding through the Bus Partnership Fund to deliver an enhanced public transport option is another huge achievement.

The previous LTS also contained 190 actions². Figure 7 overleaf gives an update on progress of these.

²Actions taken from LTS (2016-2021) Action Plan

³Data based on Scottish Household Survey Results 2016-2010

Figure 7 – What does the monitoring tell us?

OF THE 190 ACTIONS IN THE LOCAL TRANSPORT STRATEGY (2016):	
Number which are being achieved	142 (75%)
Number which have started and are still developing	31 (16%)
Number which have not been realised	10 (5%)
Number which cannot be reported upon due to insufficient information	7 (4%)













The majority of the 2016 LTS actions are either being achieved or underway. Many of them are still of relevance to the new LTS and should be carried over.

In terms of changes to the way in which people have used the transport network since 2016, Figure 8 below shows the period up to, and including 2019. Figure 9 then looks at the period between July 2019 and July 2021. The

reason for these two different sets of figures is down to the COVID-19 global pandemic which occurred during 2020 and 2021. This led to several lockdowns of the population and restrictions on movement, coupled with the need to “physically distance”. This period affected the use of the transport network significantly. Therefore, showing figures pre and post COVID-19 is beneficial. Within figure 9, two sets of figures have been
















shown, one between 2019 and 2020 to show the changes in the period before and during COVID-19. The second set give a comparison between 2019 and 2021 to look at whether longer term changes are being witnessed. As the cycling figures in Figures 8 and 9 are based on off-road cycle path usage, Figure 10 then looks at changes to on-road cycling levels during the COVID-19 period.

Figure 8 – How have people’s transport choices changed pre COVID-19³?

METHOD OF TRANSPORT	CHANGE	PERCENTAGE
Walking levels 	Increased 	+3.1%
Cycling levels 	Increased 	+1.4%
Bus patronage 	Decreased 	-3.8%
Train patronage 	Decreased 	-0.5%
Car/van passenger 	Increased 	+4.4%
Car/van drive 	Decreased 	-9.6%



Data based on Scottish Household Surveys: Employed adults not working from home, resident in Aberdeen City, usual method of travel to work 2016-2019

Figure 9 – How have people’s transport choices changed during and since the COVID-19 pandemic⁴?

FACTOR	% CHANGE JULY 2019-JULY 2020	% CHANGE JULY 2019-JULY 2021
Walking 	 33%	 14%
Cycling 	 66%	 Same
Bus 	 80%	 40%
Local traffic 	 31%	 21%
Emissions 	 15%	 19%

Data taken from Council counters and monitoring equipment

Figure 10 – How have on-road cycling levels changed during the COVID-19 period^{5A}?

LEVELS OF CYCLE USERS ON ROADS FROM SEPTEMBER 2020 TO JULY 2021		
Cycling 	Increased 	96%

Data collected from cameras at 41 sites

Between 2016 and 2019, the data showed a small increase in walking and cycling levels with small decreases in public transport. Car driving decreased by almost 10%, although the number of people being passengers in a car rose, suggesting an increase in car occupancy. However, following the COVID-19 global pandemic, the data shows a huge drop in public transport patronage, initially which, while recovering, is still some way

off the 2019 figure. The large gains in walking and cycling levels that were made seem to be diminishing too. Cycling levels, certainly off-road, have dropped much more steeply than walking levels. Although, at time of writing, comparable figures do not exist yet up to 2022, data from the Aberdeen City Voice survey, showing how many people have tried a particular mode of transport in 2022 compared to

2021 is available. This is shown in Figure 11 overleaf. The table shows the percentage change for 2022, compared with 2021, with positive changes shown in green and negative changes in red. This seems more positive for walking while still showing increased demand for public transport. However, although cycling levels seem to have dropped, so has car driving, suggesting that people are continuing to seek alternatives to private car use.

⁴Data based on Aberdeen City Council counters and monitoring equipment

^{5A}Data taken from 41 temporary camera monitoring sites across Aberdeen from September 2020 to July 2021

^{5B}Data taken from 2022 Aberdeen City Voice Survey

Figure 11 – What % of respondents have tried each mode in 2022^{5B}

MODE	CHANGE IN 2022 VS 2021	
	REST OF CITY	CITY CENTRE
Walking	7.80%	13.80%
Cycle standard pedal bike	-3.90%	-2.50%
Cycle ebike	1.30%	0.50%
Wheeling	0.30%	0.00%
Bus	20.00%	10.40%
Park & ride	2.70%	-0.50%
Train	10.20%	3.90%
Taxi	14.90%	10.00%
Motorbike/moped/motorised scooter	0.50%	0.50%
Car club vehicle	-0.90%	0.70%
Non-plug-in car/van as driver	-11.80%	-11.90%
Plug-in car/van as driver	0.50%	0.70%
Non-plug-in car/van as passenger	3.10%	0.90%
Plug-in car/van as passenger	1.30%	1.30%

Access to cars

Establishing the figure for households without access to a car is difficult. Annual surveys carried out by the Council and Nestrans since 2017, suggest it is around 15%. However, the 2011 Census, now quite outdated but still the most

comprehensive data source in Scotland, indicates around 30%. What is known is that this is not a blanket figure across the city. Some of the lowest income areas are in excess of 50%. What this demonstrates is that a transport network, built

primarily around around the car, is unlikely to adequately serve at least 15% of Aberdeen’s population and especially disadvantage those in lower income areas of the city.

Conclusions from transport choices

The evidence shows that, between 2019 and 2021, walking levels have grown overall and car use has fallen overall, which could suggest that people are becoming less car dependent and more active. However, car use is still higher in 2021 than in 2020 and walking levels lower in 2021 than 2020. While cycling levels rose sharply during COVID-19 times – 2020 compared with 2019 – this

has not been sustained with levels now no better than pre-pandemic levels. That said there are still net increases in 2021 over 2019 in 3 of the 8 monitoring sites – Beach Esplanade, Deeside Way and Seaton Park. Although these locations are likely to be popular for recreational cycling, this suggests that, if the conditions are right, then people will choose to walk and cycle more. The LTS must try to

create the right conditions. The decrease in public transport use during the COVID-19 pandemic was huge. While levels are improving, they are still some way short of pre-pandemic levels which themselves were already in decline. Given its value to social inclusion and in moving large numbers of people, the LTS must enable an increased public transport patronage.

Main Issues Report

The Main Issues Report can be found in Appendix A - Main Issues report. This contains more details about the findings of the public consultation, review of the transport context and how they were used to inform the LTS.

Having reviewed the previous LTS, the transport trends, the key documents and established what public and stakeholders consider the main issues to be, the following key drivers, challenges and opportunities for this LTS to focus on were established.

Key Drivers, Challenges and Opportunities

A – Key Drivers

Climate and Environment – Adaptation and Mitigation

- Scottish national Net Zero Emissions targets.
- Scottish national commitment to a reduction of car km by 20% by 2030.
- Regional aim of 50:50 mode split between car and sustainable transport by 2040 with higher sustainable ratio in urban areas.
- Local aim of reduction in proportion of journeys by car drivers to less than 50% by 2030 in Aberdeen.
- Local aim of addressing the nature crisis by protecting/ managing 26% of Aberdeen’s area for nature by 2026.
- Local aim of addressing climate change by reducing Aberdeen’s carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.
- Declaration of a Climate and Nature Emergency in 2023.
- Local commitment to work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by 2045 (Net Zero Routemap). There is an aspiration to bring this forward if possible.

Health

- Regional commitment to achieve air cleaner than World Health Organisation (WHO) standards by 2040 for transport emissions. Transport is the primary source of poor air quality in Scotland.
- Local commitment to improve the physical health and wellbeing of people in Aberdeen.
- Regional aim of Zero fatalities on the North East Scotland road network by 2040.

Economy and Efficiency

- Local commitment that no one will suffer due to poverty in Aberdeen by 2026.
- Scottish national aim to make best use of the existing transport network before building new infrastructure.
- Requirement of Council, as a roads authority, to maintain and manage the transport network.
- Regional aim to improve journey efficiencies to enhance connectivity.

Technology

- Scottish national commitment to phase out the need for petrol and diesel cars and vans by 2030.
- Global development of Mobility As A Service (MaaS) concept.
- Improving IT technologies allow more information and services to be accessed virtually.
- Evidence that young people see phone and connectivity as main status symbol nowadays rather than car.

Placemaking

- Scottish national commitment to create 20 minute neighbourhoods.
- Locally, a 20% reduction in traffic needed to deliver Aberdeen City Centre Masterplan).
- Regional commitment to improve accessibility (physical access, financial access and geographic access) issues in North East Scotland.
- National aim to promote a positive ‘sense of place’ – design/materials/soft landscaping/maintenance.

B – Challenges

- People do not feel safe cycling in Aberdeen and feel there is a lack of cycling facilities on routes.
- Key destinations, such as Aberdeen city centre and the bus/ rail station need better walking, wheeling and cycling links.
- People, especially children, and even more so girls, are not getting enough of their recommended exercise nationally.
- Declining public transport patronage, exacerbated by COVID-19 restrictions nationally.
- Condition of roads, footways and pathways in Aberdeen.
- Enforcement of illegal parking and poor road user behaviour in Aberdeen.
- Greenhouse gas emissions plus noise and air pollution from transport nationally.
- Congestion in Aberdeen.
- Lack of public places to charge electric vehicles (EVs), especially for those who cannot charge at home in Aberdeen.
- Ageing population nationally.
- Transport inequalities nationally.
- Declining patronage of Aberdeen city centre.
- Mitigating the transport impact of new developments in Aberdeen.
- Meeting national, regional and local targets.
- Social isolation brought about by transport and access inequalities.
- Cost of public transport.
- Large numbers of households do not have access to a car so cannot rely on this as a means of getting around.

C – Opportunities

- Bus Partnership Fund – Multi-modal corridor studies being undertaken to identify opportunities for walking, wheeling, cycling and public transport and funding to develop the business case for Aberdeen Rapid Transit. The fund also offers a mechanism for delivery.
- Aberdeen Rapid Transit.
- City Centre Masterplan refresh and Beach Masterplan.
- Scotland’s Fourth National Planning Framework (NPF4) recognises Aberdeen Harbour, Aberdeen Rapid Transit and National walking, wheeling and cycling network as National Developments.
- The second Scottish Strategic Transport Projects Review (STPR2) recognises Aberdeen Rapid Transit as a major opportunity for the North East along with Active Travel Freeways and cycle parking hubs, rail improvements between Aberdeen and the central belt and identifies improved port and freight opportunities.
- Partnership working to share ideas and deliver projects.
- Changes to work related travel brought about by COVID-19 – more people working from home more often.
- City centre Low Emission Zone.
- Locking in strategic improvements – road and rail. Aberdeen Western Peripheral Route (AWPR) provides route for strategic traffic round the city to allow more space to be given to more sustainable transport modes in city while double tracking of railway line to north-west of Aberdeen creates more capacity to facilitate more rail improvements.
- Improved digital capabilities.
- External funding opportunities from national, regional and local bodies are available to facilitate improvements to transport network without being wholly reliant on Council funding.
- New Regional Transport Strategy, Nestrans 2040, now adopted and can inform new LTS.
- Transport (Scotland) Act 2019, provides new powers and opportunities for Local Authorities around bus services, parking, enforcement, low emission zones, roadworks, smart ticketing and workplace parking licensing.

STAG Objective, Option Generation and Appraisal

Having established the Key Drivers, Challenges and Opportunities, the STAG-Based process introduced on Page 16, led to the setting of Transport Planning Objectives (TPOs) which could address these. Then the generation of different options that the LTS could take to meet these. These options were then appraised against the STAG criteria and TPOs with the best scoring one taken forward. These are shown below in

Figure 12. More details of this process can be found in Appendix B – Options Appraisal Report.

Following Options Appraisal, the LTS that best met these had to be “multi-modal”, essentially promoting a range of different modes to give people the option to get around without one being seen as the most effective.

Of the multi-modal options, the “Do maximum” option has been identified as

the preferred option. This will require considerable investment to achieve and there are associated risks involved with raising funding, having the necessary resource to deliver the work and being able to deliver the timescales. However, evidence has already shown that considerable external funding exists and, despite the risks, aiming for the “Do maximum” option will best meet the needs of the people and the city.

Figure 12 – TPOs and STAG Criteria for Option Appraisal

TRANSPORT PLANNING OBJECTIVES (TPOS)	SCOTTISH TRANSPORT APPRAISAL GUIDANCE (STAG) CRITERIA
TP01 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen.	S1. Environment
TP02 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare.	S2. Climate Change
TP03 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	S3. Health, Safety and Wellbeing
TP04 – Economy – Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	S4. Economy
TP05 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.	S5. Equality and Accessibility
TP06 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather.	S6. Feasibility
TP07 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	S7. Affordability
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen.	S8. Likely public acceptability



Section 3: The Overarching Strategy

Vision

Taking account of the context outlined in the previous section, the Vision for this Local Transport Strategy is for Aberdeen to have by 2030:

“A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen’s transport network should encourage people to live in, work in and visit our city.”

Objectives

To best deliver the vision, the eight Transport Planning Objectives (TPOs), set as part of the STAG-based appraisal process, were carried forward into the main strategy. These are listed below;

TPO1 – Climate and Environment – Reduce the negative impact of transport on the climate and the environment in Aberdeen.

TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare.

TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.

TPO4 – Economy – Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.

TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.

TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather.

TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.

TPO8 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen.

The Outcomes

In light of the Key Drivers, and further details which stemmed from the review of key Policies, Plans and Strategies at National, Regional and Local level, the following outcomes have been identified for this LTS. As many of the targets in the policies, plans and strategies go up to 2030, if seems sensible to align the LTS with these. Therefore, rather spanning the traditional 5 year period, it is proposed to align this LTS with these and ensure it covers the extended time period to 2030.

However, given that there are many targets in these key documents that go beyond 2030, the LTS should demonstrate that what it sets out to do up to 2030, is supporting a future beyond 2030. Therefore, the outcomes have been split into two.

- Those which should be realised in the lifespan of this new LTS (up to 2030).
- Those which will go beyond it.

Outcomes up to 2030

The LTS should achieve the following outcomes, shown in Figure 13 below, by 2030.

Figure 13 – Outcomes for lifespan of next LTS

1. Reduction in number of journeys by car drivers in Aberdeen to less than 50% by 2030.	8. Improved journey time reliability for all modes in Aberdeen.
2. A reduction in car km travelled in Aberdeen by 20% compared with 2019 baseline.	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare.
3. Reduced PM10s and NOx emissions from transport and removal of Air Quality Management Areas in Aberdeen.	10. Improved accessibility to transport in Aberdeen for all.
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with the 1990/5 baseline.	11. Improved interchange opportunities between modes in Aberdeen.
5. 20% of the total cars and vans in Aberdeen being zero emission.	12. Improved information about the Aberdeen transport network being available to users and planners.
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network.	13. A transport network which is able to benefit from improvements in technology for Aberdeen.
7. A more resilient transport network for Aberdeen.	14. A transport network which is well maintained for Aberdeen.

Outcomes beyond 2030

These should contribute towards the following longer-term outcomes, shown in Figure 14, by 2045 (Beyond the life of this LTS).

Figure 14 – Longer-term outcomes

A. More journeys made by active travel and public transport together than by car in Aberdeen.	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network.
B. A reduction in car km travelled in Aberdeen beyond 20% compared with the 2019 baseline.	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly.
C. Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen.	K. Further improved journey time reliability for all modes in Aberdeen.
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible.	L. Further improved interchange opportunities between modes in Aberdeen.
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen.	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare.
F. All users able to access the Aberdeen transport network and with minimal disruption.	N. Further improved information about the Aberdeen transport network being available to users and planners.
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes.	O. A transport network which is resilient and can cope with external disruptors.
H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline.	P. Further funding and rollout of maintenance across the transport network.



Outputs

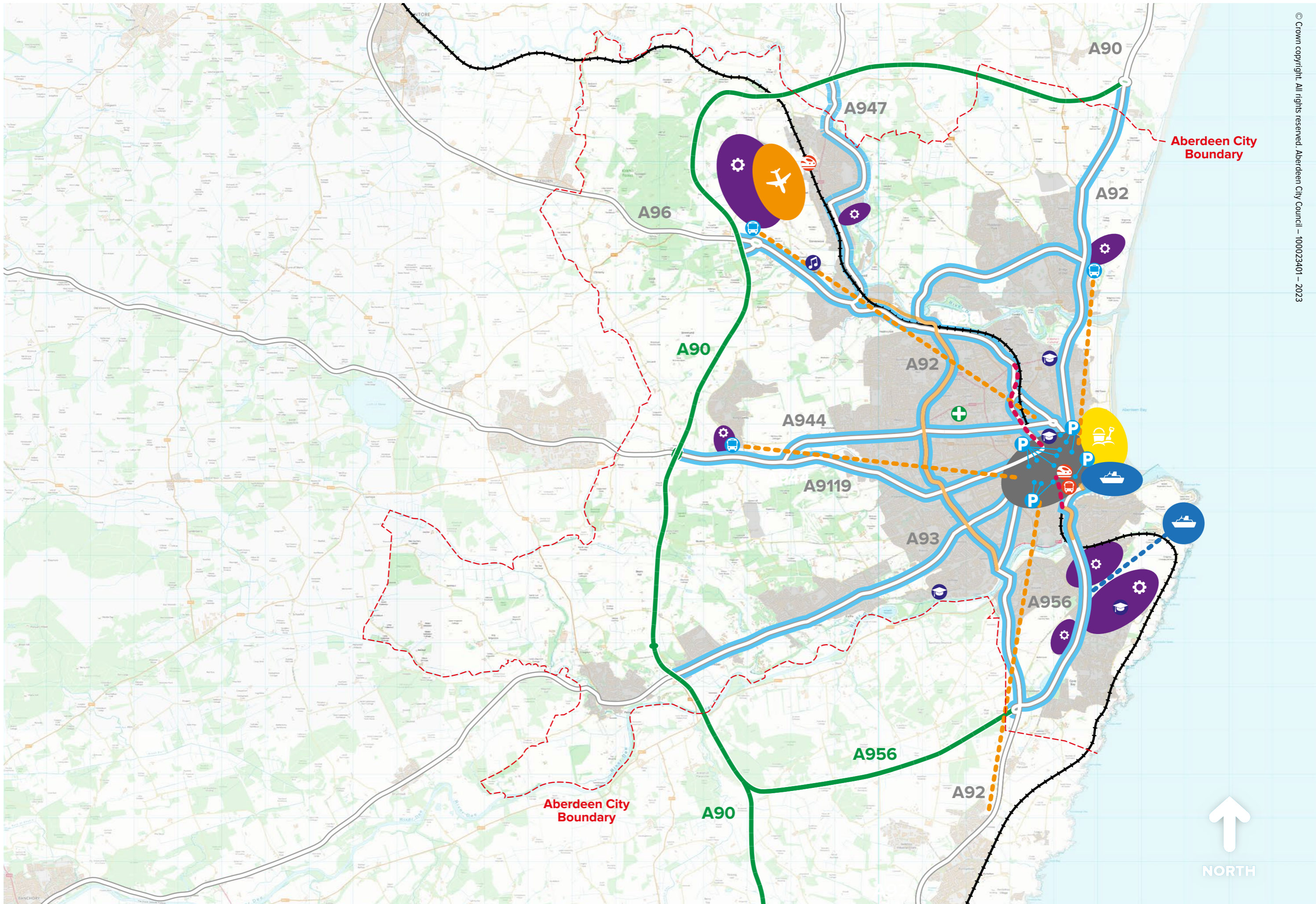
These outcomes would be achieved by focusing on the following outputs, shown in Figure 15.

Figure 15 – Outputs

More high quality active travel infrastructure in Aberdeen.	More EV charging and Hydrogen Refuelling Infrastructure and supporting measures in Aberdeen.
Maintenance of existing facilities in Aberdeen.	An Aberdeen Parking Framework.
Aberdeen Rapid Transit and faster, more frequent and more reliable public transport options.	Improved sustainable transport links to, from and within Aberdeen city centre.
More Car Club cars, more Car Club locations and more people signed up as Car Club members.	Safety improvements in Aberdeen.
Development and delivery of the Aberdeen city centre and Beach masterplan.	Mobility As A Service (MAAS) development in Aberdeen.
More hire bikes, locations and more people signed up as bike hire members. More bike refurbishment schemes.	Behaviour Change schemes and campaigns (education, information, awareness raising) in Aberdeen.
Reallocation of road space in Aberdeen.	Enforcement of the Aberdeen Low Emission Zone (LEZ).
More interchange points between modes of transport.	Climate adaption measures built into new transport infrastructure.

A gravel path leads through a dense forest of green trees and bushes. In the distance, a bridge with a railing is visible through the trees. The path is dappled with sunlight and shadows.

Section 4: **The Spatial Narrative**



The map above presents how the transport system should look by 2030 with the LTS fully realised. The accompanying key also provides further details of the schemes shown on the map.

 **AWPR (Aberdeen Western Peripheral Route)**

Strategic route around Aberdeen for motorised traffic. Strategic traffic within Aberdeen signed to this using strategic corridors to access.

 **Multi-Modal Corridors**

More space given over on these routes to local and long distance walking, cycling and public transport. Radial routes to take motorised movements to prevent rat running through neighbourhoods.

 **Main Rail Line**

Land set aside for potential future station development where appropriate.

 **Rail Station**

Improved facilities to encourage travel to and from them by active travel and sustainable travel. Dyce Station to consider opportunities for ‘park and ride’ for car drivers.

 **Park and Ride Sites**

To encourage people accessing Aberdeen by strategic corridors to park cars and make onward journey by sustainable means. Walking, wheeling, cycling, public transport, car sharing. Equipped with EV charge points and cycle storage.

 **Aberdeen Rapid Transit**

A high frequency, high speed public transport service linking park and ride sites to city centre via strategic destinations (routes under development).

 **Central Bus Station**

Linked to city centre and key destinations by high quality walking, wheeling and cycle facilities.

 **City centre as destination rather than through route**

Space given over to walking, wheeling and cycling to allow easy movement of people, encourage lingering and allow easy access to key destinations without being car reliant. Public transport able to access core. Cars accessing city centre directed to strategic car parks. On-street parking has disabled users, servicing and car club vehicles prioritised. Covered by low emission zone.

 **Strategic Car Parks**

Cars accessing city centre directed to these. Equipped with EV charging facilities, easy access to city centre on foot with wayfinding aids and cycle facilities built in.

 **Beach Masterplan Area**

Linked to city centre with high quality walking, wheeling and cycling infrastructure with movement within the area prioritised for these modes.

 **Strategic Road Improvements**

To allow traffic to move around city centre rather than through it. Walking, wheeling, cycling, and public transport infrastructure incorporated into those.

 **Aberdeen and Aberdeen South Harbours**

Improved active and sustainable transport connections between them and city centre and traffic movements prioritised for freight and servicing.

 **Strategic Transport Link to South Harbour**

To enable the movement of goods and people along designated route. Will also incorporate active travel infrastructure.

 **University and College Sites**

Served by good public transport links and with walking, wheeling and cycling infrastructure incorporated and promoted to encourage sustainable transport, promotion of travel planning here.

 **Main NHS Grampian Site**

Served by good public transport links and with walking, wheeling and cycling infrastructure incorporated and promoted to encourage sustainable transport. Promotion of travel planning here.

 **Aberdeen International Airport**

Linked to key destinations including city centre and Dyce Station by good public transport links and walking, wheeling and cycling infrastructure. Promotion of travel planning here.

 **The Event Complex Aberdeen (TECA)**

Linked to key destinations, including city centre, airport, park and ride sites and Dyce Station by good public transport links and walking, wheeling and cycling infrastructure. Promotion of travel planning here.

 **Industrial Estates and Business Parks**

Linking to key destinations by good public transport links and with walking, wheeling and cycling infrastructure incorporated and promoted to encourage sustainable transport. Promotion of travel planning in these areas.

 **Key Residential & Community Areas**

Strategic traffic directed to strategic road corridors with rat-running discouraged. Speed limits lowered and facilities improved to encourage walking, wheeling and cycling and access to public transport. Local Living neighbourhood concept encouraged.



Section 5: The Topic Areas

Topic areas for the Local Transport Strategy

In order to deliver against the identified objectives, forty topic areas have been identified. At the end of each topic area is a corresponding policy and a series of actions for the LTS to achieve. To demonstrate their consistency with the 8 Objectives of the LTS, a table has been included at the end of this section.

Topic 1 – Climate Change mitigation and adaption

The agenda and evidence to reduce greenhouse gases from transport has never been stronger and the LTS must take account of this.

The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 commits Scotland to net-zero emissions of all greenhouse gases by 2045. There is also an interim target of a 75% reduction in emissions by 2030, the end of the period covered by this LTS. This is relative to 1990 levels of carbon dioxide (CO₂), methane and nitrous oxide and 1995 levels of hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride. The term net zero means achieving a balance between the greenhouse gases emitted into the atmosphere, and the greenhouse gases removed from it.

Transport accounted for 25.9% of Scotland's total greenhouse gas emissions in 2020. Within that, road transport made up 66% of transport greenhouse gas emissions with cars

accounting for 38% of that total. In Aberdeen, transport's share of CO₂ emissions, in comparison with other sectors, has increased from 20% in 2005 to 30% in 2019. This is despite CO₂ emissions from transport reducing by 7.5% over this period⁶.

The Scottish Government⁷ stated that public sector bodies have a strong leadership role in delivering the transition, while recognising the critical roles of others, stressing the importance of partnership and joint working to achieve goals. Through its Just Transition commitments, it also stressed the importance of achieving a net zero and climate resilient economy⁸, in a way that delivers fairness and tackles inequality and injustice. Essential to this is a system where public transport and active modes of travel are the norm, supplemented by zero emissions vehicles, where needed. Key to these are the Scottish Government pledges to

- Reduce car kilometres travelled by 20% by 2030 (against 2019 baseline).
- Phase out need for new petrol and diesel cars and vans by 2030.

In Aberdeen, the Council declared a Climate and Nature Emergency in February 2023⁹. The Council commits that the city will “Address climate change by reducing Aberdeen’s carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate¹⁰.” Building on this, the City’s Net Zero Aberdeen Routemap¹¹ was approved by Council in February 2022, along with 6 place based strategies, including Net Zero Mobility. Aberdeen follows the national approach for a CO₂ reduction of 75% by 2030 against 2005 baseline which will see Aberdeen KTCO₂ emissions down to 448 from 1793. Although it has committed to being net zero by 2045, the Council will examine whether this can be brought forward.

⁶[Scottish Transport Statistics 2022](#)

⁷[Securing a green recovery on a path to net zero: climate change plan 2018–2032 – update – gov.scot \(www.gov.scot\)](#)

⁸[Just Transition – A Fairer, Greener Scotland: Scottish Government response – gov.scot \(www.gov.scot\)](#)

⁹[Agenda for Council on Wednesday, 22nd February, 2023, 10.30 am \(aberdeencity.gov.uk\)](#)

¹⁰[Aberdeen City Local Outcome Improvement Plan 2016-26 – Community Planning Aberdeen](#)

¹¹[Net Zero Aberdeen Routemap & Enabling Strategies | Aberdeen City Council](#)



Marine Scotland site, Torry, Aberdeen

The Net Zero Mobility Strategy outlines the key outcomes and strategic objectives that the transport network

should achieve in order to achieve net zero. These are presented in Figure 16 below.

Figure 16 – Key Outcomes and Strategic Objectives for Aberdeen’s Net Zero Mobility Strategy

KEY OUTCOME	STRATEGIC OBJECTIVE
Reduction in traffic across the city.	Reduce the demand for travel.
Increased number of people taking public transport.	Increase public transport options to encourage low carbon travel.
Increased number of people walking and wheeling.	Extend and improve active travel networks for healthy, safer, and sustainable choices.
Reduced emissions from transport.	Decarbonise transport and increase uptake of low and zero carbon technology.
Reduce the need for car travel, facilitating local services and 20-minute neighbourhoods.	Low carbon transport decisions to support 20% car traffic reduction, mode shift and emission reductions.
Reduction in proportion of journeys by car to less than 50% by 2030.	Improved travel planning and better integration of transport networks, to enable modal shift.

It will be the role of the LTS to ensure that these, and the actions that stem from them, are incorporated into the wider transport strategy for the city.

As a Council, it is important that we lead by example in reducing emissions from our own transport. The Council’s own Climate Change Plan was approved by Council in March 2021. This contains the target to reduce corporate carbon emissions by at least 48% by 2025 and 75% by 2030, against a reporting baseline of 2015/16. As of 2022, a 44% reduction had already been achieved. To do this the Council plans to undertake a series of transport initiatives including;

- phasing out the need for new fossil fuelled small vehicles by 2025, and larger vehicles by 2029.
- switching to electric and hydrogen powered fleet vehicles.

- reducing emissions from staff travel and
- ensuring that climate adaption is considered at all stages of project development, management and maintenance of transport infrastructure we maintain and manage.

However, reducing emissions from transport is only part of the solution. We also have to find ways of adapting to existing climate change and ensuring that the transport system is resilient enough to deal with this. Aberdeen Adapts, Aberdeen’s Climate Adaptation Framework was updated in 2022 and recognises that “Aberdeen’s northerly location means there is a strong reliance on transport for goods, travel and business” and that “The performance of transport networks in and around the city will be challenged by increased temperatures, heavy rainfall,

landslip and flooding”. It sets a theme priority of “Buildings & infrastructure” with the commitment of “Addressing climate change in the planning, build, maintenance and protection of city buildings, infrastructure and heritage”.

The LOIP, Net Zero Aberdeen Routemap and Aberdeen Adapts have all been developed through collaborative working at both Regional and Local level. Both regional and local partners will be key in the delivery of these documents and the corresponding LTS Actions.

Consideration should also be given to using low-carbon materials in the construction of new infrastructure or reusing and recycling materials in support of a circular economy. Demand Management measures will also play a part here. See Topic 19 for more details.

POLICY 1: CLIMATE CHANGE MITIGATION AND ADAPTION

To contribute to Aberdeen’s target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.

ACTIONS

Continue to promote and facilitate measures which reduce the need to travel.

Develop the transport network in line with the National Sustainable Transport Hierarchy giving consideration to the most sustainable modes first.

Continue to enable and expand hydrogen refuelling and EV charging infrastructure and explore ways in which this could be facilitated by renewable energy.

Ensure that the LTS aligns with the Net Zero Vision, Strategic Infrastructure Plan and Routemap and work with partners to take mobility aspects forward.

Ensure that the risk of flooding or environmental impact is taken into account in the design and construction of infrastructure and that opportunities to manage open spaces such as road verges are maximised to reduce surface water flooding and run off.

Continue to implement a range of hard and soft engineering measures when dealing with flood risk management and mitigation and in the urban environment consider where hard landscaping can be reduced where possible, for instance, resist front gardens being turned into car parks.

Ensure that the net-zero message and target is clearly communicated to users and operators of the transport network.

Topic 2 – Air Quality

Transport is Scotland’s primary source of air pollution, which leads to 2,500 premature deaths in Scotland every year¹² while road transport in urban areas remains the significant contributor to poor air quality¹³. Air pollution especially impacts on the more vulnerable members of society – the very young and the elderly or those with existing health conditions such as asthma, respiratory and heart disease. This makes air quality an important health inequalities issue.

Poor air quality in Scotland is not just affecting the health of the population but it has the potential to discourage people from choosing active travel. Those walking, wheeling, running, scooting and cycling are less protected from poor air quality when choosing these modes.

In 2019, in Scotland, transport accounted for 57% of emissions of oxides of nitrogen, 17% of particulate matter PM10 and 21% of particulate matter PM2.5. As at 15 October 2021, there were 36 active Air Quality Management Areas related to these pollutants.

At local level, Aberdeen has 3 Air Quality Management Areas which were declared due to exceedances in nitrogen dioxide (NO2) and particles (PM10). Figure 17 sets these out.

Although pollution levels have been improving in Aberdeen in recent years, many city centre locations still see regular exceedance or near exceedance of the annual mean NO2 objective. Despite the Port of Aberdeen being located in the city centre, studies carried out in 2011 and 2021 indicated emissions from shipping contributed less than 10% of the total NOx and PM10 concentrations at relevant receptors close to the Port. Road traffic was identified as the main source of emissions both at locations close to the Port and at other congested city centre locations, accounting for approximately 50% of the total NOx emissions.

In May 2022, Aberdeen City Council declared a Low Emission Zone (LEZ) in part of the city centre¹⁴. This will restrict access for petrol and diesel vehicles, depending on whether they meet a certain “Euro” standard. Blue Badge holders are exempt. Figure 18 shows the LEZ.

Although the LEZ went live in 2022 there will be a two year ‘grace’ period. This means between 2022 and May 2024, drivers will not be fined for entering the LEZ with a non-compliant vehicle. The LEZ will then come into full effect in June 2024.

To help tackle air quality issues in the city, the Aberdeen Air Quality Action Plan (AQAP), first adopted in 2011, was updated for 2023 to align with the LTS. Given the interdependence between transport and air quality, the updated draft Air Quality Action Plan will sit as an Appendix to this draft LTS and adopted as part of it. The draft AQAP can be found in Appendix E.

For new developments, the Aberdeen Planning Guidance, part of the Local Development Plan, contains details of how air quality should be considered.

The increasing switch from petrol and diesel vehicles to hydrogen and EV will help further reduce emissions from transport as will actions being put in place to reduce greenhouse gas emissions from transport, described in the previous section. However, these, along with the LEZ will not solve air quality issues alone. Without intervention, there is a danger that restricting vehicle movements from one part of the city will just push emissions elsewhere. Likewise, a shift to cleaner vehicles alone, will not solve congestion or health problems caused by inactivity. Therefore, while tackling air quality issues is important, this alone will not solve all the transport issues.

¹²[Transport & Air Pollution – Friends of the Earth Scotland \(foe.scot\)](#)

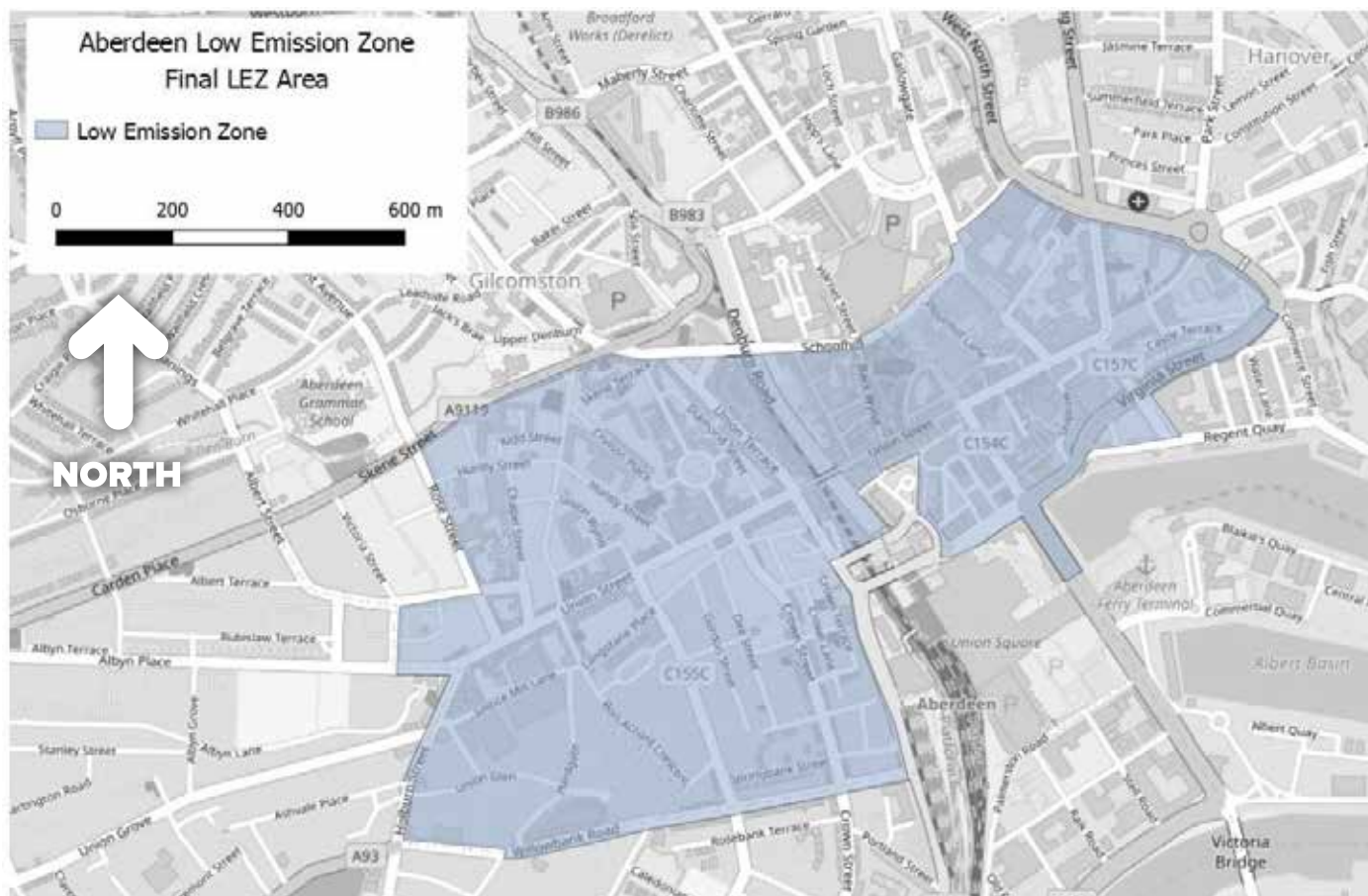
¹³[Cleaner Air for Scotland 2: delivery plan – gov.scot \(www.gov.scot\)](#)

¹⁴[Low Emission Zone | Aberdeen City Council](#)

Figure 17 – Air Quality Management Areas in Aberdeen

AREA	COVERAGE
City Centre	Union St, Castle Street, East North Street, Virginia Street, Commerce Street, Guild Street, Bridge Street and parts of King St, West North Street, Market St, Holburn St and Victoria Road
Anderson Drive Corridor	Anderson Drive, Haudagain junction, Auchmill Road
Wellington Road	Queen Elizabeth II Bridge to Balnagask Road

Figure 18 – The Aberdeen Low Emission Zone



POLICY 2: AIR QUALITY

Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.

ACTIONS

Ensure that Air Quality Action Plan measures and Local Transport Strategy aims, outcomes, objectives and actions are aligned.

Ensure that Aberdeen's Low Emission Zone is ready to be enforced by May 2024.

Continue to investigate ways in which the Low Emission Zone could be further developed for the benefit of the city.

Improve air quality to the point where the City's Air Quality Management Areas can be revoked and look at further citywide improvements.

Require mitigation measures for new schemes, where additional vehicle trips will impact on air quality.

Ensure that new schemes, such as the LEZ, do not cause new air quality problems in the city. Should monitoring identify new areas of concern, work to remedy these.

Topic 3 – Noise Quality

Environmental noise is defined as “unwanted or harmful outdoor sound created by human activities. This includes noise emitted by means of transport, road traffic, rail traffic, air traffic and from sites of industrial activity”.

Noise can have a significant effect on the quality of life for communities and individuals. Traffic noise has been flagged as a major physiological stressor, second to air pollution and on roughly equal footing with exposure to second-hand

smoke and radon.

In the last decade, a growing body of research has linked noise from aircraft and road traffic to a heightened risk for a number of cardiovascular ailments.

Both Aberdeen City Council and Aberdeen Airport have produced Noise Action Plans.

The Aberdeen Agglomeration Noise Action Plan was submitted to the Scottish Government in May 2018. This identified:

- Candidate Noise Management Areas (cNMAs) areas where people are most likely to be annoyed by road and rail noise.
- Candidate Quiet Areas (cQAs) – areas where noise quality is good and requires preservation.

These are outlined below in Figures 19 and 20

Figure 19 – Candidate Noise Management Areas in Aberdeen

CANDIDATE NOISE MANAGEMENT AREAS (CNMAS)	
Auchmill Road at Newton Terrace	Market Street, Union Street, Netherkirkgate
North Anderson Drive at Clifton Road	Market Street, Virginia Street, Shore Brae
Great Northern Road near Smithfield Lane	Palmerston Road, Market Street
King Street at Don Street	Victoria Road at Walker Road
North Anderson Drive at Mastrick Road	A92 at Holburn Street
North Anderson Drive at Laburnum Walk	Broomhill Road at Anderson Drive
King Street at Mealmarket Street – excluding Little John Street and Mealmarket Street	King Street at St Machar Drive
King Street at St Clair Street	Alford Place at Union Street
Union Street at Dee Street	Rail – Near North Esplanade West
Rennies Wynd, Wapping Street, Carmelite Street, Trinity Street, Guild Street	Rail – Near Riverside Drive

Figure 20 – Candidate Quiet Areas in Aberdeen

CANDIDATE QUIET AREAS (CQAS)	
Seaton Park	Hazlehead Park (north)
Westfield Park	Hazlehead Park (south)

The plan also contained four objectives, outlined below in Figure 21.

Figure 21 – Aberdeen Agglomeration Noise Action Plan Objectives

Objective 1	On a prioritised basis, we aim to reduce the exposure to environmental noise in NMAs.
Objective 2	We will incorporate environmental noise management within all stages of the planning process including transportation planning, design, construction and maintenance activities as appropriate.
Objective 3	We will endeavour to demonstrate a practical contribution to noise reduction via existing and future proposals and policies.
Objective 4	We will promote channels of communication to stakeholders that encourage a learning environment.

For new developments, the Aberdeen Planning Guidance, part of the Local Development

Plan, contains details of how the location and design of a development can play a

significant part in preventing, controlling and mitigating the effects of noise¹⁶.

POLICY 3: NOISE QUALITY

Reduce levels of noise from the transport network in Aberdeen.

ACTIONS

Continue to identify Noise Management Areas and Quiet Areas within Aberdeen.

Implement the Noise Action Plan.

Require mitigation measures for new schemes, with respect to managing transportation noise.

Topic 4 – Reducing the need to travel

As part of its route map to achieve a 20 per cent reduction in car kilometres by 2030, Transport Scotland has identified “Reducing the need to travel” as a key component. This is reflected locally in the Net Zero Aberdeen Mobility Strategy which highlights that a “cornerstone component of the mobility theme is reducing the need for unnecessary travel”.

The COVID-19 pandemic has demonstrated the role that digital connectivity can play in enabling many people to work and connect with others remotely while the need to lock down accelerated the pace of digital adoption in many organisations and businesses. In the North East of Scotland, in 2022, 84% of people expected that virtual meetings would

continue to replace some if not all face to face meetings¹⁷. For UK retail, in May 2022, seasonally adjusted internet sales accounted for 26.6% of all official retail sales, compared with 19.7% in February 2020¹⁸. In its digital strategy¹⁹, the Scottish Government outlines the following actions, shown in Figure 22;

Figure 22 – Scottish Government Digital Strategy Actions

1	Deliver broadband coverage for all.
2	Improve 4G mobile coverage.
3	Ensure all newly publicly-funded infrastructure is future-proofed for data requirements.
4	Provide equipment and digital skills training to those in need.
5	Ensure everyone can access services.

Although digital connectivity is an important part of the mobility mix, it has to be acknowledged that not everyone will always be able to afford to have access to digital technologies. In addition, discouraging the movement of people can be detrimental to the vitality of city and neighbourhood centres and physical facilities. Furthermore, discouraging people from moving around can have issues for both their physical and mental health. Locally, the Local Outcome Improvement Plan, in 2021, notes that there has been evidence of a significant rise in the number of people experiencing mental health

problems during the COVID-19 pandemic with some of the most affected being children and young people as well as older people and others with protected characteristics. The Scottish Government²⁰ finds that 10% of people in Scotland often feel lonely while physical inactivity adds to nearly 2,500 deaths in Scotland each year. Therefore, while the need to reduce unnecessary travel should be encouraged, necessary travel should still be supported in the most appropriate way and with particular consideration given to sustainable modes.

The fourth iteration of Scotland's National Planning

Framework, NPF4, imbeds the principle of "Local Living", where communities are planned so that people can access the major facilities they need regularly within a 20 minute total journey time from their home by walking, wheeling and cycling. This can encourage people to leave their homes but without the need to rely on a car.

An LTS which takes account of this need to reduce travel and acknowledges the ways in which this can be done yet ensures this is balanced with the needs of people to move around is therefore essential.

POLICY 4: REDUCING THE NEED TO TRAVEL

Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel.

ACTIONS

Support Digital Connectivity improvements, including enhancements to the High Speed Broadband network in the city to enable more people to access facilities virtually.

Lead by example and encourage the use of flexible working practices in the city.

Work with partners to create community hubs, allowing people to work remotely without needing to access a central office location.

Work with partners to ensure that reducing the need to travel is balanced against the need to keep the city "open for business" and considers the mental and physical health of people.

Work with partners to support and encourage the location of facilities in developments to enable local living, reducing the need to travel by car.

¹⁶[TBC Aberdeen Planning Guidance](#)

¹⁷www.nestrans.org.uk/wp-content/uploads/2022/04/20220325_Nestrans-Tracking-survey-exec-summary-wave-16.pdf

¹⁸www.ons.gov.uk/businessindustryandtrade/retailindustry/articles/howourspendinghaschangedsinceendofcoronaviruscovid19restrictions/2022-07-11

¹⁹"A changing nation: how Scotland will thrive in a digital world"

²⁰"A CONNECTED SCOTLAND Tackling social isolation and loneliness and building stronger social connections"

Topic 5 – Walking and Wheeling

Along with cycling, walking and wheeling make up the main components of active travel.

Active travel is defined as “making journeys in physically active ways”²². Along with walking, wheeling and cycling it also encompasses other areas such as running and scooting.

“Wheeling” refers to people who wheel to get around by means of a wheelchair or a wheeled mobility aid.

In Aberdeen, the Walking and Cycling Index (WACI), produced by Sustrans in 2021, found that 41.1 million journeys up to three miles are driven in cars and vans in Aberdeen each year. Given that these are an active travel friendly length, there is potential to encourage some of these to be made by walking, wheeling and cycling instead.

The Scottish Government has committed at least £320 million, or 10% of the total transport budget, to active travel by 2024/5, demonstrating how serious they are in funding schemes to enable people to travel actively more often.

In 2017, the Council published its first Active Travel Action Plan. This was then refreshed in 2021 and sets out the Council’s more detailed plans for enabling active travel in the city. This, along with an Active Travel Network Review, will be further refreshed, following the adoption of the Local Transport Strategy, to reflect the changes to strategic context.

Nationally, NHS Scotland



Wayfinding Totem, Huntly Street, Aberdeen

figures from 2022 show that physical inactivity adds to nearly 2,500 deaths in Scotland each year and the cost to the economy of physical inactivity is around £91 million per year. They also reveal that adults in the most deprived areas of Scotland were less likely to meet physical activity recommendations (56%), compared with the least deprived areas (72%). Given that 60% of households in some of the most deprived areas are unlikely to have access to a car, the need to

enable active travel, not just for health but also for mobility in the city is clear. Locally, the results from the annual City Voice survey in 2022 show a decrease in daily walking, However, the rate of those walking once a week has increased.

In its hierarchy of transport, the National Transport Strategy identifies walking and wheeling as the most sustainable forms of transport, and they are accessible to the greatest number of people. They are also the most cost effective.

²²www.pathsforall.org.uk/about-active-travel

²³www.aberdeencity.gov.uk/services/leisure-culture-and-parks/free-walks-and-trails-aberdeen

²⁴www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

²⁵www.aberdeencity.gov.uk/services/environment/access-outdoors/core-paths-plan



Pedestrian and Cycle Infrastructure,
Gordon's Mills Road

In its long-term active travel vision for Scotland to 2030, Transport Scotland sets the aspiration that the walking network is much improved, with better maintenance and greater provision.

Locally, the Mobility Strategy for the Aberdeen Net Zero Routemap contains the strategic objective to “Extend and improve active travel networks for healthy, safer, and sustainable choices”. The Aberdeen Local Outcome Improvement Plan sets the target to increase sustainable travel with 38% of people walking as main mode of travel by 2026. Figures locally show that, if the conditions are favourable, people will be encouraged to walk. Figures show that, during and since the COVID-19 lockdown period walking in February 2022 is at 143% of the levels recorded in February 2019. The city had also put lots of temporary infrastructure in place to allow people to physically distance and this included lots of traffic free or segregated provision for the benefit of pedestrians and cyclists.

In terms of benefits, national walking charity, Paths for All, state that “A brisk walk can help you manage a healthy weight, strengthen muscles, and reduce your risk of some serious conditions including type 2 diabetes, cardiovascular disease and certain cancers”.

They also outline that “It’s proven that a short walk can really benefit your mental health, particularly if walking in your local park, woodland or greenspace. Regular walking can reduce the risk of depression, stress and anxiety and promote positive mental health by helping you to sleep better, connect to nature and enhance your connection with your local area”.

Furthermore, given that walking and wheeling are also zero emission, they do not contribute to poor air quality.

It is important to acknowledge the fun side of walking too. The official walking trails across the city²³, and those created for charity, have demonstrated that people, both as residents and visitors, enjoy getting out and discovering things on foot. This is both alone and

in groups while the latter can be a great way in ensuring people do not feel socially isolated. Likewise, ensuring that appropriate pedestrian wayfinding information is available, is essential to make walking easier. In the case of Aberdeen, it reminds people just how compact the City Centre is and how close it is to key destinations such as the beach.

A better walking environment has been shown to deliver benefits to the economy too. The Pedestrian Pound (2018)²⁴, demonstrates that on streets where the pedestrian experience has been improved, footfall is shown to increase by 20-35 per cent, bucking a 22 per cent decline in footfall across the UK between 2007-2017. It also shows that when streets are regenerated to boost walking, there is a corresponding impact on turnover, property values and rental yields. For well-designed projects, sales can increase by 30 per cent or more when footfall is boosted.

In terms of walking levels, the Aberdeen WACI noted that 57%

of residents walked at least 5 days a week.

Under the Land Reform (Scotland) Act 2003, all Local Authorities and National Park Authorities in Scotland have a statutory duty to prepare a Core Paths Plan that will “provide the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area. The basic framework of routes will link into, and support, wider networks of other paths”. The Aberdeen Core Paths Plan was adopted in 2009²⁵. It is currently being updated.

Promoting the benefits of

walking will be important in helping to encourage more walking too. Likewise, as more shared active travel spaces are created, promoting the need for different users to behave respectfully towards each other is also key to success.

The Council will continue to further develop the city’s walking network and will make use of the Local Development Plan and Developer Obligations to ensure that new developments have this provision built in and also contribute to the improvement of the wider network too. Furthermore, close working with colleagues

in Aberdeenshire Council will ensure that routes which cross Local Authority boundaries are joined up to provide the greatest benefit and incentive to users. This cross-boundary working will also provide a great opportunity to ensure that active travel best contributes to the National 20% reduction in car kilometres by 2030.

The LTS will provide a strategic overview for the development of walking and wheeling in the city. This is further built upon in the City’s Active Travel Action Plan, a daughter document to the LTS, which contains the detail.

POLICY 5: WALKING AND WHEELING

To continue to enhance Aberdeen’s walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.

ACTIONS

Continue to review and Update the Council’s Active Travel Action Plan which further develop the walking, wheeling and cycling aspects of the LTS.

Increase the attractiveness of walking and wheeling and improve the safety of the pedestrian environment throughout the city with a combination of measures. To include improved maintenance of existing footways, upgraded lighting, development of new off-road footpaths, creation of more space for the walking environment, implementation of pedestrianised or part-pedestrianised areas, filling missing links in the walking and wheeling provision and delivering additional traffic management and traffic calming to deliver walkable neighbourhoods.

All new developments will be planned for walking and wheeling as per Designing Streets and Scottish Planning Policy with appropriate facilities within the development and to and from places of interest (residential areas, schools, workplaces, shops, onward transport connections, leisure and health facilities).

Ensure that all traffic management and road maintenance schemes incorporate measures for those walking and wheeling, keeping footways open at all times or providing signed alternatives which do not result in lengthy diversions or the need to cross multiple roads.

Continue to raise awareness of the benefits of walking and wheeling and the opportunities available in Aberdeen via route map signage and wayfinding.

Continue to encourage walking and wheeling with fun initiatives such as trails and challenges.

Continue to work with groups to ensure that the walking and wheeling environment is inclusive for users.

Refresh the City’s Core Paths Plan.

Look to make use of and enhance green infrastructure when planning walking and wheeling routes.

Promote the message that, switching to walking and wheeling journeys even once a week, can make a huge difference to health, congestion and finances.

^{26a}Confederation of the European Bike Industry ^{26b}North East Cyclehub www.dacyclehub.org/northeast

²⁷<https://bigissue.bike/>

Topic 6 – Cycling

As with walking and wheeling, cycling forms a key component of the active travel offering. It has the added benefit of enabling users to cover distance more quickly and greater distances than those walking. More information about active travel and the Council's Active Travel Action Plan can be found in the "Walking and Wheeling" section Topic 5.

Cycling takes many forms with standard two wheel pedal bikes, tricycles, recumbent bikes, hand cranked bikes and cargo bikes all forming part of the mix. In addition to standard pedal bikes, eBikes, which enable a battery assist to pedalling, are continuing to grow in popularity, opening cycling up to a much larger market. This has seen the global electric bike market grow from £4.9bn in 2018 to a predicted £11.8bn in 2023^{26a}. As a council, encouraging use of all bike types is important as is providing opportunities to trial them.

However, the LTS Main Issues Consultation demonstrated that the public perception of cycling in the city needs to be improved. In terms of transport challenges, people not feeling safe whilst cycling and feeling that there is a lack of cycling facilities on routes were the biggest challenges identified while condition of roads, footways and pathways were identified as large issues too. The Aberdeen WACI (2021) identified that only 40% of women and 42% of men thought cycling safety was good.

Access to bikes is also seen

as a barrier to cycling. The Scottish Government are already exploring ways to offer free bikes to children who cannot afford them but ways of bringing these benefits to adults could also prove beneficial. In 2022, Nestrans were involved with the setting up of a Bike recycling scheme^{26b} in the North East of Scotland which provides opportunities, not only for the refurbishment of bikes, but also to sell them cheaply and or gift them to those who would benefit from them. The launch of the Aberdeen Cycle Hire Scheme in November 2022²⁷ also gives people access to fully-maintained ebikes on a pay as you go basis, providing a real alternative to ownership.

As with walking and wheeling, the Council already provides and is adding to its network of cycle paths and routes across the city including parking and cycle maintenance stands to support cyclists. As part of the Local Development Plan, there continues to be standards for cycle infrastructure in new developments to ensure that provision is properly built in from the start and that developers also contribute to the improvement of the wider network too. Furthermore, close working with colleagues in Aberdeenshire Council will ensure that routes which cross Local Authority boundaries are joined up to provide the greatest benefit and incentive to users. This is very much in keeping with the National support for "Cycle superhighways", longer-distance cycle routes along main corridors to link rural areas to urban centres. This cross

boundary working will also provide a great opportunity to ensure that active travel best contributes to the National 20% reduction in car kilometres by 2030.

However, also key in encouraging uptake are promotion of cycling and how to get involved. This is done locally by the Getabout Partnership, via the Council's website and with the help of groups such as the Aberdeen Cycle Forum and Grampian Cycle Partnership. In the case of groups, these are a key part in encouraging cyclists, both existing and new, by providing support and advice from real life people that others can relate to. Likewise, role models to inspire children and young people are key and this is something which Aberdeen has been able to achieve through the Sustrans lBike programme. Events are also a key way of getting people to engage with cycling. The Council's recent hosting of the Tour of Britain in 2021 and 2022 not only helped promote cycling but provided opportunities to build other activities on to the event to further encourage people. The Council is keen to host similar events in the future. Having won an award for the Tour of Britain, it is hoped that this will demonstrate capability and help with future bids.

In its draft Cycling Framework and Delivery Plan for Active Travel in Scotland 2022, Transport Scotland identified six key themes for the overarching approach to cycling for transport in Scotland. These are presented in Figure 24 below.

Figure 24 – Six themes for cycling for transport in Scotland

Safe Cycling Infrastructure	Effective Resourcing
Fair Access	Training and Education
Network Planning	Monitoring

These will be key in ensuring success in growing cycling levels at local level too. In Aberdeen, the Aberdeen Local Outcome Improvement Plan sets the target to increase sustainable travel with Increase sustainable travel: 5% of people cycling as main mode of travel by 2026.

In 2021, Transport Scotland updated its Cycling by Design Guidance for cycling infrastructure design on all roads, streets and paths in Scotland. It outlines six core design principles for cycling infrastructure, as outlined in Figure 25 below.

Figures locally show that, if the conditions are favourable, people will be encouraged to cycle too. During the COVID-19 lockdown period, in June 2020,

while car traffic was at 78% of levels in June 2019, cycling was at 180%.

The city had also put lots of temporary infrastructure in place to allow people to physically distance and this included lots of traffic free or segregated provision for the benefit of cyclists.

Sources show the benefits of cycling to be numerous, not just for individuals but also for the city. The Aberdeen WACI (2021) finds that the net annual economic benefit of cycling in surveyed cities is £1 billion, £537 million of which is from people with a car choosing to cycle as an alternative for certain journeys. It also identifies that cycling in surveyed cities prevents 4,199 serious long term health

conditions each year, saving the NHS £27.5 million per year and preventing 403 deaths annually, which is equivalent to £1.3 billion saved. In terms of cycling levels, the Aberdeen WACI (2021) noted that 15% of residents cycled at least 1 day a week. Within this, twice as many men cycled at least 1 day a week as women.

Like walking and wheeling, it is important to also stress the fun side of cycling, the sociable aspects of it and the fact that you don't have to be really fit or spend a fortune to get involved. Likewise, stressing the benefits that trying a cycling journey even once a week can make to health, wellbeing and even finances helps build enthusiasm.

Figure 25 – Core Design Principles for Cycling Infrastructure

Safety	Comfort
Coherence	Attractiveness
Directness	Adaptability



Riverside Drive, Aberdeen

POLICY 6: CYCLING

To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.

ACTIONS

Continue to review and Update the Council's Active Travel Action Plan which further develops the walking, wheeling and cycling aspects of the LTS.

Increase the attractiveness of cycling and improve the safety of the cycling environment throughout the city with a combination of measures. Priority should be given to the city centre, the main transport corridors into it and filling missing strategic links in cycling provision. Measures should include development of new segregated and off-road routes, Advanced Stop Lines at junctions, toucan crossings of busy roads and priority measures for cyclists crossing side roads. These should be supported by improved maintenance of existing cycle routes, upgraded lighting, additional parking and maintenance facilities and additional traffic management and traffic calming to deliver cycle-friendly neighbourhoods.

Maximise opportunities for integrating cycling with other modes of transport and creating interchange opportunities by, for example, improving access to railway stations and Park and Ride sites and ensuring cycle parking facilities are available at these, and other strategic, locations.

All new developments will be planned for cyclists as per Designing Streets and to Cycling By Design standards with appropriate facilities within the development and to and from places of interest (residential areas, schools, workplaces, shops, onward travel options, leisure and health facilities).

Continue to encourage cycling with fun initiatives such as trails and challenges.

Support and enable the rollout of a cycle hire scheme in Aberdeen.

With partners and additional funding, continue to investigate new ways to give people access to bikes and information about cycling and continue to support existing schemes.

As part of all new transport improvement schemes cyclists will be considered during the assessment, design and implementation and given appropriate provision (as according to Cycling By Design standards) with no net detriment to provision as a vulnerable road user.

Ensure that all traffic management and road maintenance schemes, both permanent and temporary, incorporate measures for cyclists such as: cycle route diversions, one-way exemptions, contraflow cycle lanes, diversionary signage, etc. Any temporary diversion should include on-road alternatives if no other option is available and advanced signage at journey decision points indicating extent of access available.

Continue to raise awareness of the benefits of cycling and the cycling opportunities available in Aberdeen via route map signage and way finding.

Continue to work with partners on education and safety campaigns and projects, such as Bikeability and Give Me Cycle Space, encouraging training in schools, rolling out cycle training to adults and encouraging drivers to behave safely and respectfully when sharing roadspace with cyclists.

Continue to promote, encourage and enable the range of different bikes and supporting infrastructure which can encourage more people into cycling such as cargo bikes and e-bikes and support ways of allowing people to trial these technologies.

Continue to work with and support Aberdeen Cycle Forum and Grampian Cycle Partnership in promoting the benefits of cycling and improving opportunities for cycling in the city.

Promote the message that, even cycling once a week can make a huge difference to health, congestion and finance.

Continue to provide maintenance stations in key locations and support schemes which both enable and teach people about bike maintenance.

Look to make use of and enhance green infrastructure when planning cycling routes.

Topic 7 – Bus



Hydrogen Powered Bus,
Union Street, Aberdeen

Bus transportation is the main public transport offering in the city of Aberdeen and remains a key component of the transport network. Given that around 15% of households in the city do not have access to a car, many rely on the bus as their main form of motorised transport. With National Concession schemes such as free bus travel to those aged 60 years and over and, as of January 2022 in Scotland, those aged under 22, bus is a key component in ensuring people are mobile. Plus, given that, by 2039, it is expected that 27.6% of Aberdeen City's 65+ years population will be aged 85 years or over compared to 13.2% in 2014²⁸, demand for a good bus service is likely to grow even further. As a means of travel, bus has many advantages. Compared with driving, it allows users to travel without needing to concentrate on the road, leaving you free to do other things such as reading or listening to music. Then, when

the journey ends you don't need to find a parking space. It is also far more space efficient as 40 people on a bus take up far less space than 40 people driving. The last 10 years have also seen huge advances in technology for the bus fleet. In fuel terms this has seen both major bus operators in the city, First and Stagecoach, looking to reduce emissions from their vehicles with hybrid, battery EV and hydrogen buses all now in regular service. For passengers, improvements to accessibility and to technology have also made the service more user friendly. Both of the major operators now offer contactless payment and mobile app functionality while the introduction of the Grasshopper ticket in 2014 means that one ticket can be bought to cover travel across both services. Grasshopper is also now available as a smartcard which can be topped up. Services like Traveline Scotland also let you plan

your journey from end to end across multiple services while, for those commuting between Aberdeen City and Aberdeenshire, some Stagecoach services offer the ability to take bikes on board if they are contacted in advance. Although active travel remains a cleaner, more space efficient mode than bus it is recognised that not everyone, especially those with health conditions and mobility impairments, can use these modes and there are situations where walking and cycling is not conducive to the type of journey people need to make. Bus should be able to serve these situations. Bus also remains an important component of the night time economy in Aberdeen, helping to encourage people to access the city centre for eating, drinking and entertainment and have a reliable means of getting home. The 2021 City Voice found that 31% of respondents used bus when accessing the city centre in the evenings.

However, bus still has its challenges. In the LTS main issues consultation, lack of/ limited public transport options, unreliable/ poor bus services and expensive fares and lack of public transport integration emerged as some of the most numerous issues that were raised. Bus patronage has also been declining over the last 10 years, most noticeably during the COVID-19 pandemic. In Aberdeen, it fell by 50-55% during lockdown and, although it has improved again slightly, it

²⁸www.aberdeencity.gov.uk/sites/default/files/2018-01/Population%20of%20Older%20People%20in%20Aberdeen%20City.pdf

was still down 40% in February 2022 compared with Pre-lockdown^{29a}.

In order to address this decline, it is important that the Council continues to work in partnership with others. The North East Scotland Bus Alliance was established in 2018 and is a voluntary Quality Partnership Agreement between Nestrans, Aberdeen City Council, Aberdeenshire Council, First in Aberdeen, Stagecoach Bluebird and

Bains Coaches, brought about to improve the bus services in the region. In June 2021, this partnership successfully secured £12million from the Transport Scotland Bus Partnership Fund. Some of this will be used to develop business cases and designs for city centre and radial corridor bus priority measures as well as the Aberdeen Rapid Transit (ART) system. ART features more in Topic 8.

From a land use perspective, it

is also important to make sure that bus is designed into new developments from the very beginning in order to make bus an attractive choice for residents and workers from the point that they move in. Opportunities for interchange between bus and other sustainable modes such as walking and cycling should also be created. This is covered as part of the Aberdeen Local Development Plan and its supporting Aberdeen Planning Guidance^{29b}.

^{29a}Aberdeen City Council monitoring ^{29b}www.aberdeencity.gov.uk/services/planning-and-building-standards/local-development-plan/aberdeen-local-development-plan

POLICY 7: BUS

To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability, cost, and convenience benefits to make people choose it over the car.

ACTIONS

Continue to remain committed to the North East Scotland Bus Alliance and delivery of the Bus Action Plan.

Work with partners in the North East Scotland Bus Alliance to consider the potential of Bus Service Improvement Partnerships (BSIPs) in securing enhanced services.

Continue to work with the North East Scotland Bus Alliance to identify, implement and trial a range of schemes to better facilitate the movement of buses in the city, including priority measures and traffic management improvements, in line with Locking In the Benefits of the AWPR. This should also include bus priority on the key radial corridors, identified by the Bus Alliance as priorities for improving journey times and reliability.

Continue to maintain, manage and improve bus stop infrastructure in line with Quality Partnership targets.

Review provision of bus services to ensure existing services meet peoples' needs, and where necessary consider provision of supported services where these are deemed socially necessary.

Ensure all new developments are planned and designed with public transport access and penetration in mind.

Require developers to engage with public transport providers from the beginning of the planning process to ensure that new sites can be served by public transport. Where services cannot be supplied commercially, require developers to provide these at their own cost until such time as they become commercially viable.

Continue to work with bus operators through the Health and Transport Action Plan to ensure health services are accessible by public transport.

Encourage further adoption of low and zero emission buses.

Continue to enforce bus lane violations and look to increase the coverage of the scheme in recognition of the benefits it has brought in terms of the free flow of buses.

Work with operators and Aberdeenshire Council to improve the availability and quality of bus information in Aberdeen.

Further consider options Local Authorities have both to provide bus services and to encourage use of bus.

Continue to support concession schemes which reduce the cost of bus travel.

Maximise opportunities for integrating bus with other modes of transport and creating interchange opportunities.

Topic 8 – Aberdeen Rapid Transit (ART)

As outlined in the bus section (Topic 7), the mode share of bus has been declining in recent years. The annual Aberdeen City Voice survey shows that while 33% of people used bus to get into the city as their main mode during the day in 2017, this had dropped to 26% by 2021. Although COVID-19 has exacerbated this - bus journeys fell by 65% between 2019 and 2020 and are down 69% over the past 5 years across Scotland, the LTS Main Issues Consultation highlighted lack of / limited public transport options as one of the weaknesses with the Aberdeen transport network along with public transport integration/ interconnection. This suggests that just improving the bus service alone will not meet the needs of people and that another public transport alternative is required which is competitive with the private car. This is backed up by the Net Zero Aberdeen Routemap Mobility Strategy which has the

strategic objective to “Increase public transport options to encourage low carbon travel”.

In its Regional Transport Strategy, Nestrans 2040, adopted in 2021, Nestrans has “Delivering Aberdeen Rapid Transit (ART)” as one of its key policy areas. This is described in the Aberdeen Net Zero Routemap Mobility Strategy as a “game changer” public transport offering. It must deliver in the four main areas;

- High Segregation – able to make use of designated infrastructure.
- High Capacity – able to move large numbers of people.
- Fast Services – able to get people to and from their destination quickly.
- Frequent Services – able to serve people without long waiting times.

Urban Mass/ Rapid Transit Networks are regarded in the fourth Scottish National Planning Framework (NPF4)

as a nationally important development for Aberdeen. Likewise the second Strategic Transport Projects Review (STPR2), contains ART as one of its 45 recommendations.

In 2021, as part of the North East Scotland Bus Alliance, Aberdeen successfully bid for £12 million from Transport Scotland’s Bus Partnership Fund for the development of an ART system, as well as delivering significant bus priority in the city centre, and on key routes into the city. It is proposed that the ART services run two routes. One would connect the Craibstone Park and Ride, the airport and TECA to the city centre and to Portlethen in the south. The other service would connect the park and ride sites at Kingswells and Bridge of Don via the city centre and other key destinations. It is hoped that ART could be delivered by 2030.

POLICY 8: ABERDEEN RAPID TRANSIT

To work with partners including Nestrans, Transport Scotland and the North East Scotland Bus Alliance to develop an integrated Mass Transit ‘step-change’ public transport solution offering quick, attractive access to, from and across the city.

ACTIONS

With partners, including Transport Scotland, Nestrans and the North East Scotland Bus Alliance, undertake a feasibility study for an Aberdeen Rapid Transit project – a tram-like modern system with exemplary comfort and effectiveness, including off-vehicle ticketing and competitive journey times – examining which routes and which locations could be served by this and what supporting infrastructure would be required to enable it.

With partners, implement Aberdeen Rapid Transit connecting Craibstone/Airport/TECA to the south via the city centre and Westhill / Kingswells to Bridge of Don via the city centre.

As part of Multi-modal corridor studies for main transport corridors into the city, investigate their suitability for Aberdeen Rapid Transit.

Examine opportunities for other modes of transport to interchange with Aberdeen Rapid Transit.

Support Aberdeenshire Council in the development of a 'low carbon mobility hub' at Portlethen as an integral part of the proposed ART network, providing interchange and park and ride opportunities for passengers travelling from the south into Aberdeen.

Topic 9 – Park and Ride



Kingswells Park and Ride, Aberdeen

Park and Ride sites give people the opportunity to park their vehicle in a long-stay car park on the periphery of a settlement and then choose another, more sustainable form of transport into the city. In the case of Aberdeen, Park and Ride sites serving the city offer free parking for at least 36 hours and serve three of the major road transport

corridors into the city. Figure 26 below shows the locations of these. With the Craibstone and Kingswells sites both lying close to junctions on the Aberdeen Western Peripheral Route (AWPR), they are easily accessible to users of other routes which link to the AWPR too. The Park and Ride sites are designed to be served by designated, high frequency

“express” style bus services with limited stops. However, many also have additional facilities such as secure cycle lockers and electric charge points while the location and abundance of parking makes it easy for multiple people to drive to them, leave some cars and car share into the city.

Figure 26 Park and Ride Locations



users and journey times which are less competitive with the car than they used to be. Furthermore, the LTS Main Issues Consultation revealed that people are not aware of the services on offer at the Park and Rides and how to use them. Given the Scottish Government commitment to reduce car kilometres travelled by 20% by 2030 and, as part of the City Centre Masterplan for Aberdeen, the need to reduce city centre traffic by 20%, a good park and ride offering is essential in giving people a viable alternative to driving into the city centre.

As well as the need to better promote the Park and Ride sites to potential users, a viable public transport offering, which serves the sites with rapid, frequent services will be key to this. It is proposed that a key component of this will be the development of the Aberdeen Rapid Transit (ART) project, outlined in the previous section (Section 8).

In the city, Park and Ride patronage has declined over the last few years and this has led to many of the bus

services being removed and instead served by local buses. This has caused a perception of poor value for

POLICY 9: PARK AND RIDE

Work with partners to ensure that Park and Ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.

ACTIONS

Maximise investment in existing and new Park and Ride facilities to ensure that they provide an attractive place for people to park at the edge of the city and make their onward journey easily by another mode.

Continue to promote Park and Ride sites as multi-modal transport interchanges, where onward journeys can be made by a range of sustainable modes, rather than simply for parking and taking public transport.

Continue to find ways of adding value to the Park and Ride experience in Aberdeen.

Continue to ensure that Park and Ride sites form part of the wider parking strategy for the city as a whole, to encourage long stay parking at the edge of the city.

Support Aberdeenshire Council in the development of a 'low carbon mobility hub' at Portlethen, providing interchange and park and ride opportunities for passengers travelling from the south into Aberdeen.

Topic 10 – Strategic Rail Network



Like bus, rail provides a real alternative to car travel. Given that around 15% of households in Aberdeen have no access to a car, it is a vital lifeline for many. The last few years have seen large investment in the rail infrastructure in the north east of Scotland. The double tracking of the track between Inverurie and Aberdeen was completed in 2019.

Then, in 2020, an additional station at Kintore joined the existing north east options of Huntly, Insch, Inverurie, Dyce, Aberdeen, Portlethen, Stonehaven and Laurencekirk. All of this has meant more frequent services, especially between Inverurie and Aberdeen and quicker journey times. Inverurie to Aberdeen is now quicker by train than by car and without the need to find a parking space in the city when you arrive.

However, rail not only offers competitive local journey times but, travelling further afield, it can prove far quicker and user friendly than driving

and even flying. With Wifi, tables and power points, the ability to work on the train whilst travelling is also a key advantage over other modes.

Rail is already the most sustainable mode of public transport with it contributing just 1% to Scotland's overall transport emissions. However, the Scottish Government plans to build on this and, as part of its Rail Services Decarbonisation Action Plan, set out plans to decarbonise all passenger rail services in Scotland by 2035. This would involve electrification of the rail lines serving Aberdeen to the south and north west.

Although the Council has little influence over the rail network and services, it is still able to lobby Transport Scotland for improvements and support and work with them and Nestrans on rail projects. However, where the Council can have influence is around the access to and promotion of rail travel. For rail travel to be attractive and successful the stations

themselves must also be able to be accessed easily and by a range of modes. Within the city, refurbishment works at the main Aberdeen Railway Station have helped to make it more accessible, especially by bike, on foot and by taxi, and introduced more passenger facilities. At Dyce, the addition of more secure cycle parking and electric vehicle charge points has helped improve interchange between a greater number of modes.

It is also important that new developments built close to or around railways consider the ability to create new stations or improve existing ones, and access to them. This will encourage those living and working in them to travel by rail, further helping it to be a real alternative to car. The Council can also have influence here, through the planning process, in ensuring that land for future stations can be safeguarded in new developments where appropriate.

POLICY 10: STRATEGIC RAIL NETWORK

To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.

ACTIONS

Continue to promote rail travel to, from and within Aberdeen as part of a sustainable and integrated transport network.

Continue to improve and promote access to both Aberdeen and Dyce Railway Stations, particularly by foot, wheeling, bicycle, bus and taxi.

Support implementation of key priorities emerging from the Nestrans RTS and Rail Action Plan including lobbying the Scottish Government for further improvements.

Support improvements to the Aberdeen to Inverness and Aberdeen to Edinburgh/Glasgow rail corridors and press for journey time improvements.

With Nestrans and Network Rail, investigate the potential to provide further parking at Dyce station to allow it to function as a mini park and ride site.

Continue to support the decarbonisation of rail services and promote Aberdeen's willingness to be part of hydrogen rail trials.

With partners, continue to investigate the case for further stations to enable more local rail movements and, where appropriate, encourage the safeguarding of land for future station expansion and development.

Topic 11 – Community and Demand Responsive Transport

Community and Demand Responsive Transport (DRT) services provide a useful way of giving people access to transport without them having to depend on a car. They can often more easily serve places where buses either do not reach or are infrequent too. They also have the benefit of being larger than conventional taxis, allowing more people to be transported at one time, making for more efficient journeys. As they respond to customer demand, the exact route and stopping points can often be flexible. However, journeys have to be booked in advance.

In Aberdeen, the Council runs community transport

services, providing a door to door service within the city for those who are unable to use conventional bus services, the elderly and disabled. The vehicles are fully wheelchair accessible and passengers will be helped onto and off the buses where necessary. With all services travelling to the city centre and Aberdeen Royal Infirmary, the service is also a key way of ensuring that people have access to healthcare appointments and to essential services.

Given the importance of access to healthcare in particular, the Council, along with NHS Grampian, Aberdeenshire Council, Moray Council, The Scottish Ambulance Service

and Nestrans are partners in the region wide Health and Transport Action Plan (HTAP). One scheme this supports is the Transport to Healthcare Information Centre (THINC). THInC³⁰ provides practical transport advice for people who have difficulty getting to and from medical appointments in Grampian. The service provides a dedicated telephone service offering guidance on accessing suitable transport options to get to and from appointments when they have no means of personal transport. The centre can provide details of suitable bus or train times, contact telephone numbers and other services such as local dial-a-bus or voluntary car schemes. It is the first of its kind in the UK.

³⁰<https://thinc-hub.org/>

POLICY 11: COMMUNITY AND DEMAND RESPONSIVE TRANSPORT (DRT)

To continue to work with Partners to deliver Demand Responsive Transport in Aberdeen for the benefit of the public.

ACTIONS

Continue to provide DRT services through the Council.

Continue to support groups looking to develop Community Transport schemes.

Work with Partners through the Health and Transport Action Plan with the ultimate aim of pulling together Council services with those of the voluntary and health sectors into one centralised and integrated booking system for Health & Social Care.

To ensure that vehicles are accessible, fit for purpose and support a shift to a low and zero emission fleet.

Topic 12 – Coaches

Coaches provide a vital link between Aberdeen City and Aberdeenshire but also further afield. Not only are they a useful long distance alternative to car travel but a vital lifeline to enable those, who cannot drive, to cover long distances. They are frequently more cost effective than car travel too. As with bus, several people on a coach, compared with the same number of people in cars, also takes up far less road space, This can help to reduce congestion.

The tourism sector is one of the most important for the Scottish economy with around 14 million people visiting the country each year. Spending by tourists is around 5% of GDP and the sector accounts for more than

7% of employment in Scotland³¹. With coach being a popular mode of transport, both to take visitors to and from the city but also to transport them around it, this is a mode that should be supported.

Therefore, ensuring that Aberdeen remains well connected to a range of places by coach is essential, not just for residents and commuters to the city, but also for visitors. The City's main bus station functions as the major coach interchange hub for Aberdeen so ensuring it is attractive to coach operators and easily accessible to users by a range of transport methods is very important. Equally, creating other opportunities for coaches to access the city

will ensure that coach remains an attractive mode both for operators and passengers. However, given the size of coaches, it is important that the desire to accommodate them and their passengers, does not come at the expense of keeping the city moving, especially for sustainable transport and deliveries.

The importance of ensuring coach links to significant new developments is important too. Given that the new Aberdeen South Harbour in the Bay of Nigg is able to accommodate cruise ships, ensuring that facilities exist to allow people to be transferred to and from these by coach will be essential.

³¹www.insider.co.uk/all-about/scottish-tourism-industry



Scheduled coach service

POLICY 12: COACHES

To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.

ACTIONS

Ensure that Aberdeen’s bus station continues to function as the main hub for coach services and provides high quality, accessible interchange points between a variety of modes of transportation.

Continue to explore and encourage further opportunities to encourage coaches in Aberdeen.

Continue to promote awareness amongst coach operators for appropriate pick up, drop off and waiting areas.

Review pick up and drop off points in line with any potential urban realm improvement schemes.

Continue to ensure that new large developments, which are likely to generate considerable numbers of visitors, have suitable coach parking provision built in.

Continue to work with partners to enable opportunities for low and zero emission coaches in the city.

Topic 13 – Taxis and Private Hire Vehicles

In Aberdeen taxis and private hire vehicles serve a very important role in the transport network. For many, they provide a useful alternative to the private car for those wishing to undertake a journey where other transport modes may not take them quickly or easily. They are also key in

providing a vital service for those who need motorised transport but, for example, cannot or do not want to drive, do not have access to a car, or are unfamiliar with the city. In doing so they often provide an essential “first and last mile mode” to get people to and from airports, stations or

ferry terminals and the origin or destination of their journey. They are also an important part of the city’s night time economy in ensuring a safe and efficient journey home for people. In terms of differences between taxis and private hire cars, although both can be pre-

booked, only taxis can be 'hailed' in the street or from a recognised taxi stance.

In the city the Council is responsible for the licencing of taxis and private hire vehicles and for their testing. Aberdeen City Council requires all vehicles operating as a taxi to be licensed and drivers of these vehicles also require to hold a separate taxi driver's licence. All taxis and most private hire cars carry calibrated taximeters and the maximum fare that can be charged for a journey within Aberdeen is set out in the Council's Licensing Taxi Fare Tariff set by the Licensing Committee. Two taxi zones exist in Aberdeen for City and Airport.

At time of writing, for age, all Wheelchair Accessible Vehicles (WAVs) must be less than 10 years old or less at first licensing and at substitution. All other vehicles must be 5 years old or less at first licensing or substitution. The Licensing Committee has set a limit on the number of taxi licences in Aberdeen at 1079. Hatchbacks, SUVs and 4x4 type vehicles are not permitted as taxis or PHCs.

For accessibility, while all new licence applications must provide a Wheelchair Accessible Vehicle there is, as yet, no requirement for all existing vehicles to be wheelchair accessible. This is something which the LTS will look to investigate further but will have to be balanced against other requirements such as environmental ones.

In terms of environmental compliance, taxis will be subject to the same National commitment as cars and vans from Transport Scotland to



“phase out the need for new petrol and diesel vehicles by 2030”. Furthermore, those operating within the city centre area will also be subject to the Low Emission Zone regulations. These will affect

- Diesel vehicles which are not Euro VI compliant
- Petrol vehicles which are not Euro IV compliant.

In order to encourage more zero emission taxis, the Licensing Committee agreed to remove the limit on engine size and permit a greater range of fuels. It is now working with partners to implement this.

The Licensing Committee also supports the setting of a date from which petrol and diesel vehicles will not be accepted for the renewal of a taxi or private hire vehicle licence.

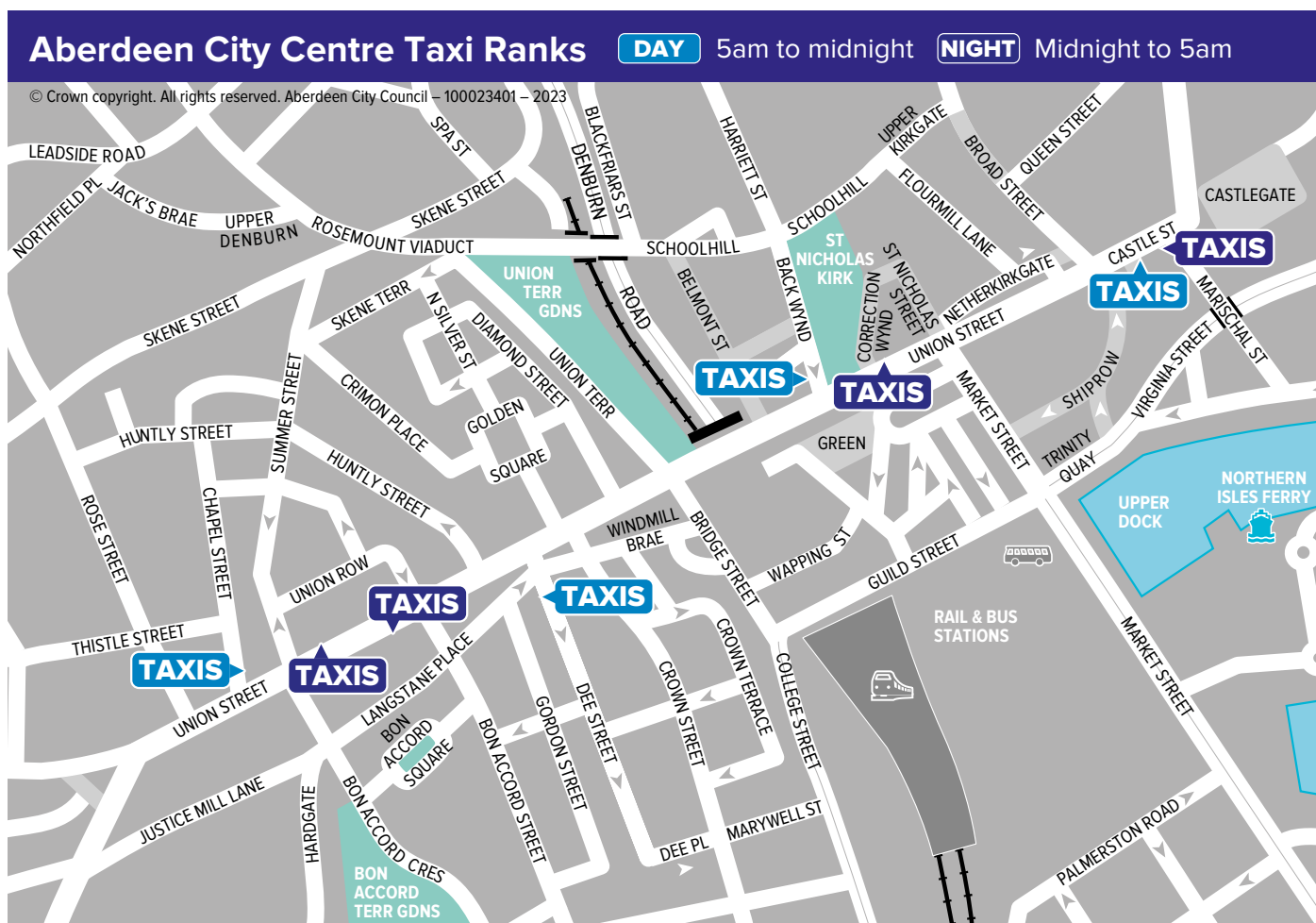
The date will be set once the required infrastructure is sufficient. The LTS therefore supports the Council working with partners to create the conditions for a switch to zero emission taxis. The Council is also leading by example with its own taxi and private hire contracts. It currently encourages operators to sign

the Aberdeen Climate and Nature Pledge and will make this mandatory under contracts being implemented in April 2023.

In terms of user friendliness of the taxi system, the Council has created and promoted a series of taxi ranks across the city centre with a distinction between those which are in use during the daytime and those which come into force at night. This ensures that the ranks are in the most public, best lit, easily accessible areas to allow users to feel more secure. Figure 27 below shows the locations of these.

Given the advantages that taxis and private hire vehicles can bring in reducing dependence of the private car, the Council will continue to consider opportunities to still permit taxi access in areas where private cars are restricted, such as bus gates, on a case by case basis. One challenge Aberdeen is currently facing is an inadequate supply of taxi and private hire vehicles to meet demand. This is something which the LTS should assist in addressing.

Figure 27 – Taxi rank locations in the city



POLICY 13: TAXIS AND PRIVATE HIRE VEHICLES

To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.

ACTIONS

To continue to improve the safety of school and social work transport by implementing best practice procedures stemming from Transport Guidelines issued by the Department for Transport and Transport Scotland.

To continue to monitor the cap on taxi licences and modify if necessary according to demand.

To implement the committee agreed removal of the engine size requirement for taxi and private hire vehicles.

To work with operators and stakeholders to continue to ensure that a good supply of accessible taxi and private hire vehicles are available and to explore ways to encourage more taxi and private hire vehicles in Aberdeen.

To continue to encourage the shift to zero emission taxis and private hire vehicles by working with funders, taxi operators and EV and hydrogen refuelling operators to increase opportunities for EV and hydrogen-powered taxi and private hire vehicles and set a date for the banning of petrol and diesel fuelled taxis.

To ensure the continued successful operation of the Night Time Transport Zone with associated marshals.

To continue to liaise with other hosts, such as the airport and railways stations, to ensure a co-ordinated approach to taxi and private hire provision.

To continue to provide taxi licencing and testing facilities and ensure that Council staff have the right skills and training to perform these roles.

To continue to explore opportunities, on a case by case basis, to permit taxi access in areas where private cars are restricted on a case by case basis.

Topic 14 – Car Sharing

In the UK, “car sharing” can be used to mean either two or more people travelling in the same vehicle at once (sometimes known as “ride sharing” in other countries) or having access to a car which can be used by many different people. In the context of the LTS, it is taken to mean more than one occupant travelling in car. (See Topic 15 for the other kind).

Car sharing not only helps to cut congestion and reduce the environmental impact of transport but, for users, it is an easy way of cutting the cost of travel by sharing the bills between a greater number of users. Car sharing can take place informally between neighbours and friends or by joining and finding matches on designated car sharing

platforms. Liftshare, who run a platform where members can find people who are travelling a similar journey to them and share with them, estimate that they save their members around £1,000 a year on average. Even if people can’t find a match for their whole journey the opportunity to share for even part of it can still be beneficial. Facilities like Park and Ride sites give people a perfect opportunity to access a central location from different directions and then continue the onward journey in a lesser number of vehicles, leaving the others parked.

Promoting car sharing can also be beneficial for workplaces as it removes pressure on and demand for workplace parking. Some companies already offer designated car sharing spaces

and a guaranteed ride home for anyone whose car sharing partner is unexpectedly unable to give them a lift home for the homeward journey. This is something the Council is keen to encourage. Furthermore, for those who cannot drive, the ability to find others who are travelling where they want to go and are willing to take a passenger, can provide another useful means of getting around. Finally, car sharing can offer benefits to mental health by providing fun social interaction for car sharers who may have otherwise not had the opportunity.

More information about car sharing opportunities in North East Scotland can be found at getabout.org.uk under Getabout by Car^x.

POLICY 14: CAR SHARING

Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so

ACTIONS

Continue to promote the benefits of car sharing, not just for the whole but for part of a journey, and the regional car sharing database.

Encourage employers to join the car sharing scheme or set up their own site-specific schemes as an important element of an effective Travel Plan.

Encourage workplaces to introduce preferential car parking spaces for car sharers.

^xwww.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-car/

Topic 15 – Car Clubs



Electric Car Club Cars, Queen Street, Aberdeen

Car clubs provide members with “pay as you go”, on-street car rental giving people a real alternative to car ownership. This service is sometimes referred to as “car sharing” in other parts of the world as it allows many members to share one or more vehicles. Vehicles can typically be booked from as little as 30 minutes at a time. Evidence shows that, in Scotland, each car club vehicle can replace up to 17 private cars³². Car club users are also more likely to cycle and take public transport than non-members. There are also emissions benefits. In 2020, 18% of the current car club fleet were electric, compared with 1% of private cars in the UK, giving people a great opportunity to experience electric vehicles in everyday life. With 53% of car club cars in Scotland under 2 years old in 2020, this also helps to ensure that cars have engines

that comply with modern Euro standards for emissions. In terms of social benefit, 26% of users said that they would not have been able to make their trip without the car club vehicle, demonstrating the positive impact it can have upon social mobility.

In Aberdeen, the Council has a contract in place with a car club operator which allows them to use any of the designated bays, created on the public road and in car parks across the city. In addition, the Council is also leading by example, by encouraging staff to use car club cars for business, rather than their own vehicles. The car club also forms part of the Planning Development Management process in the city with developers able to fund memberships and even vehicles in some cases in new developments, as an alternative to parking spaces. Aberdeen had the first car club

in the world to trial hydrogen vehicles and they continue to form part of the fleet.

The Net Zero Aberdeen Routemap Mobility Strategy, as part of its key outcome to reduce emissions from transport, supports a transition to zero-emission vehicles and enabling a shift to alternative fuels including electric and hydrogen for the general population. It also recognises that a change in attitudes to car ownership (through providing car club and e-bike hire for example) should build on this. Regionally the RTS contains the action to continue to support and promote shared transport initiatives, including car sharing, car clubs and bike hire schemes as useful tools to encourage behaviour change and support measures to widen the accessibility of these schemes, for example through provision of wheelchair accessible vehicles.

³²https://uploads-ssl.webflow.com/6102564995f71c83fba14d54/62a8b47005a3ec4ab0a557f2_CoMoUK%20Car%20Club%20Annual%20Report%20Scotland%202021.pdf

POLICY 15: CAR CLUBS

Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city.

ACTIONS

Encourage the development of car club in new locations and developments as part of general rollout and through the planning process.

Continue to support car club by installation of new bays and associated infrastructure.

Continue to lead by example and ensure that Council staff members are utilising car club rather than grey fleet in order to reduce emissions, congestion and reliance on the private car.

Continue to promote car club as a feasible alternative to private car ownership.

Continue to support car club operators in their roll out of Ultra Low Emission Vehicles (ULEVs).

Continue to enforce car club spaces with Traffic Regulation Orders on the public road.

Continue to work with car club operators to encourage innovation within their business and to support trials of new technologies, vehicles and processes in Aberdeen.

Continue to find ways of supporting vehicles in areas where they would not otherwise be financially viable but bring benefit to communities.

Explore ways to link car club with other modes of transport.

Topic 16 – Powered Two-Wheelers

For many people, powered two wheelers, essentially motorbikes, scooters and mopeds, provide a valuable way of getting around. They have the advantage of being far more space efficient than cars while, being lighter, they also consume less fuel. Furthermore, as with cars, there are now a greater number of electric powered two wheelers making their way to the market.

There is some distinction between different types of powered two wheelers in law. At time of writing, if an electric motorbike or moped has pedals, a maximum top speed of 15.5mph and a motor with output of less than 250W, it is treated the same as an eBike and can legally be ridden anywhere a bicycle can.

At time of writing, eScooters can be bought privately but cannot be legally ridden on public roads. More is mentioned about this in Topic 34.

Travel behaviour surveys carried out by Nestrans in January 2022 revealed that only 31% of respondents felt positively towards motorbikes, scooters and mopeds as a mode of travel.

Motorcycle Safety Strategies In North East Scotland, a project funded by the Scottish Government in 2021, outlines that “although representing less than 1% of all road users, motorcyclists accounted for 7% of all casualties on Scotland’s roads in 2019. Moreover, data from 2019 shows that across Scotland there has been

little reduction in fatal or all serious motorcycle casualties compared to the 2004-08 average”. It is clear therefore that it is important for the Council, as Roads Authority, to continue to work with motorcycle groups, road safety groups and the police to make the use of and conditions for powered two wheelers safer. With so many different types of powered-two wheeler coming to the market, helped in part by the rise of the online delivery services, it is also important that the Council and responsible partners enforce the use of these powered two wheelers. This will ensure that powered two wheelers are not used in places where they are not permitted.

POLICY 16: POWERED TWO-WHEELERS

To improve conditions for powered two wheeler riders on Aberdeen’s roads, particularly in terms of rider safety and encourage a shift to low carbon vehicles.

ACTIONS

Implement road improvement and road safety schemes to increase the safety of motorcyclists on Aberdeen’s roads.

Continue to participate in initiatives such as Operation Zenith to raise awareness of motorcyclist safety.

Ensure there is an adequate supply of motorcycle parking bays in areas where these are most needed.

Explore opportunities to promote zero emission powered two wheelers in the city.

Ensure that enforcement of powered-two wheeler usage is undertaken effectively by the Council and partners.

Topic 17 – Zero Emission Vehicles



Craibstone Park and Ride, Aberdeen

Zero-emission vehicles are those which produce zero emissions at the tailpipe. The main two technologies that facilitate this are Battery Electric Vehicles (BEVs), often just referred to as EVs, which are powered entirely by electricity stored in batteries and Fuel Cell Electric Vehicles (FCEVs), powered by Hydrogen. Although hybrid vehicles exist, both in plug-in and non-plug in guises, they are still powered to some extent by a fossil-fuelled engine. The Scottish Government has confirmed that they will phase out the need to buy new petrol and diesel cars and vans by 2030 and for full

hybrids by 2035. Therefore, while hybrids are usually lower emitting than pure petrol and diesel vehicles, they should not be seen as a long term solution.

While it is acknowledged that zero emission vehicles are not the solution to all transport problems – they will still take up more space than a pedestrian or a bicycle so do not combat congestion – there are still times when motorised vehicles are the most appropriate form of transport to use. In this instance zero emission vehicles offer benefit over Internal Combustion Engine (ICE) ones.

A major benefit of swapping from petrol and diesel powered vehicles to fuel cell and battery electric vehicles is that it can bring benefits to air quality and reduces the carbon emissions of transport, both of which are important for the health of the population and in the drive for Net Zero carbon emissions by 2045. As these vehicles are also automatic, their greater rollout can also benefit those with disabilities, who struggle to drive a manual.

As part of its Climate Change Delivery Plan (2018-2032), updated in 2020, the Scottish Government have pledged the following as outlined in Figure 28.

Figure 28 – Commitments from Scottish Government concerning EVs

Phase out the need for new petrol and diesel cars and vans by 2030 and light commercial vehicles in public bodies by 2025.
Establish a zero emission heavy duty vehicle programme to support innovation in the supply chain for HGVs.
Decarbonise scheduled flights within Scotland by 2040.
Decarbonise Scotland’s rail services by 2035.
Ensure that the majority of new buses purchased from 2024 are zero emission.

The Aberdeen Net Zero Mobility Strategy, part of the City’s Net Zero Aberdeen Routemap, contains the strategic objective to “Decarbonise transport and increase uptake of low and zero carbon technology. Internally, the Council has already committed to working towards a zero emission fleet by 2025

as part of the Council Climate Change Plan (2021-2025). The Aberdeen Car Club fleet, run under contract with the Council, now incorporates FCEVs and BEVs too. Both major bus operators in the North East of Scotland are rolling out BEVs and FCEVs on their fleets too with both First and Stagecoach continuing to

invest in BEV technology. First is also using FCEVs for their bus fleets in the city. For EVs, Transport Scotland produced their vision for Scotland’s public electric vehicle charging network in 2023, encompassing the following areas in Figure 29.

Figure 29 – Vision for Scotland’s public electric vehicle charging network

Local communities, businesses and visitors have access to a well designed, comprehensive and convenient network of public charge points, where these are needed.
The public electric vehicle network works for everyone regardless of age, health, income or other needs.
Scotland has attracted private sector investment to grow and sustain the public electric vehicle charging network.
The public charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage, smart tariffs and network design.
People’s first choice wherever possible is active travel, shared or public transport with the location of electric vehicle charge points supporting those choices.



ACHES Hydrogen refuelling station, Cove, Aberdeen

In Aberdeen, the number of plug-in vehicles went from 577 at the start of 2020 to 1740 by the end of 2022, showing a huge growth in demand for EVs. To cater for this, the Council has been working with Transport Scotland, The Energy Saving Trust and UK Office for Zero Emission Vehicles since 2012 to roll out public EV charging infrastructure. It has committed substantial funding to this too. Between 2020 and 2022 the number of public charge points in Aberdeen has increased from 68 to 93, many of which are capable of recharging two vehicles at once. Although a large number of these have been installed by the Council, an increasing number of other organisations, including shopping centres, supermarkets, gyms, and petrol filling stations have started installing EV charge points. For new developments, there are now Building Standards requirements in Scotland for charge point provision while the Council has EV chargepoint standards written into the Aberdeen Planning Guidance, which accompanies the Local Development Plan to ensure

that EV charging is now built in from the beginning. In terms of long-term planning, the Council adopted Aberdeen’s first EV Framework in February 2021. This predicted the number of EV cars and vans likely to be on the road by 2025 and 2030 and looked at the numbers, locations and types of EV infrastructure needed to support this as well as other supporting measures required. The Framework is intended not just for the Council but to encourage other organisations to install EV charging infrastructure. Building on this in 2022, Aberdeen City Council, along with Aberdeenshire and Highland Councils, Transport Scotland and the Scottish Futures Trust, undertook a study to look at how all three Councils could partner with the private sector to increase the size of the charging network. It is intended that a joint venture will be set up by 2024. Given that around 49% of properties in Aberdeen have no off-street parking, this will consider both on and off-street charging opportunities.

In terms of hydrogen, the Aberdeen City Region

Hydrogen Strategy (2015-2025) contains the following relevant objectives in Figure 30.

Aberdeen currently has two hydrogen filling stations, with fuel produced on site by electrolyzers, while a series of hydrogen vehicles are currently in use by the Council’s own fleet, Enterprise car club, First Bus and NHS Grampian and Aberdeenshire Council. These include cars, vans, buses, street sweepers and refuse collection lorries. As part of a Joint Venture with BP, the Council is also developing a Hydrogen Hub for Aberdeen. This will encompass a commercial hydrogen production, storage and distribution facility in Aberdeen powered by renewable energy.

Other technologies, such as synthetic fuels, can also offer carbon reduction due to the way in which they are produced.

The Council is not looking to encourage one fuel in favour of the others in Aberdeen and regards them all as essential to promote and encourage in order to reduce the environmental impact of transport in the city.

Figure 30 – The Aberdeen City Region Hydrogen Strategy objectives

Objective 1: Promote vehicle deployments by a range of stakeholders in the region;
Objective 2: Expand production and distribution of renewable hydrogen;
Objective 3: Develop hydrogen refuelling infrastructure;
Objective 6: Promote a greater understanding and acceptance of hydrogen technologies through communication and education activities;
Objective 7: Ensure strategy and policy development at all levels of government are supportive of hydrogen technologies.

POLICY 17: ZERO EMISSION VEHICLES

In line with National Targets, to lead by example in Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities.

ACTIONS

Continue to develop Aberdeen's Electric Vehicle Charging Network and Hydrogen Refuelling Station Network with Partners.

Encourage installation of both EV and hydrogen refuelling infrastructure in in new developments via planning and building standards requirements, policies and processes.

Encourage and support other organisations in putting in charging infrastructure for staff, customers and general members of the public to use.

Encourage the purchase of zero and ultra-low emission vehicles through development of emission reduction measures such as emission based parking charges, Low Emission Zones and additional infrastructure.

Work with Partners to promote the benefits of zero and ultra-low emission vehicles as an alternative to fossil fuels.

Lead by example and utilise zero and ultra-low emission vehicles within the Council's fleet and work with fleet operators to encourage the decarbonisation of goods vehicles, and other corporate fleets, including EcoStars accreditation for organisations.

Work with bus companies, and other partners, to lobby for and help access funding to support the transformation to low and zero emission buses and, where appropriate, ensure that a requirements to operate zero or low emissions vehicles are written in to the contracts of any council subsidised services.

Work with the city's car club operator to encourage further rollout of electric and hydrogen vehicles and promote them as a great way to try the technology.

Continue to promote Aberdeen as a showcase for Hydrogen developments and very much open for zero and ultra-low emission vehicle deployment.

Explore, with suppliers, and enable ways to reduce reliance on the grid in order to power zero and ultra-low emission vehicles.

Support national initiatives to decarbonise rail, aviation, and maritime sectors.

Topic 18 – Parking

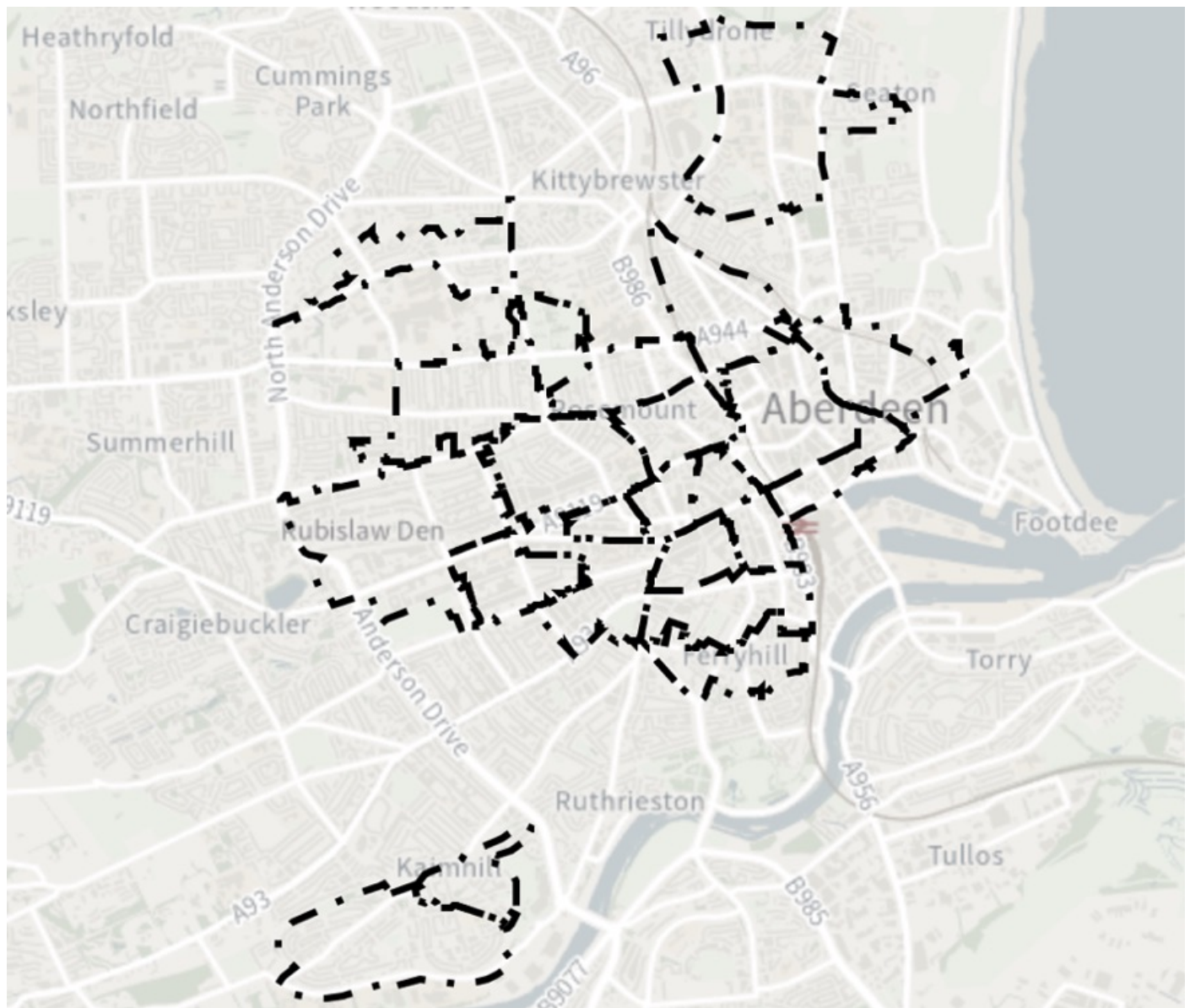
The availability of car parking in the city plays a huge part in the use of the transport network. One of the largest motivating factors for car ownership is the availability of guaranteed parking at the end of a journey. Therefore, control and enforcement of car parking are essential in managing demand, congestion and the environmental impact of the car. In Aberdeen, the city centre has around 7,000 Private Non-Residential parking spaces and over 13,000 Council owned

Pay & Display spaces (around 12,000 on-street and 1,500 in off-street Council car parks). To manage parking demand, the Council has 21 controlled parking zones in the city, where those using them have to pay to park. These zones mainly cover the city centre, due to the high concentration of trip-generators and subsequent demand there, but extend to other areas too. These include those to the west of the city centre, those surrounding the two Universities at Garthdee

and Old Aberdeen, the area surrounding the hospital and the area around the business park at Den of Rubislaw. Figure 31 below shows the extent of these. All controlled parking zones that allow public parking, as of 2022, are now covered by pay by phone app.

Parking is also controlled by use of physical barriers and also by double and single yellow lines, restricting parking permanently and at certain times respectively.

Figure 31 – Controlled parking zones in Aberdeen

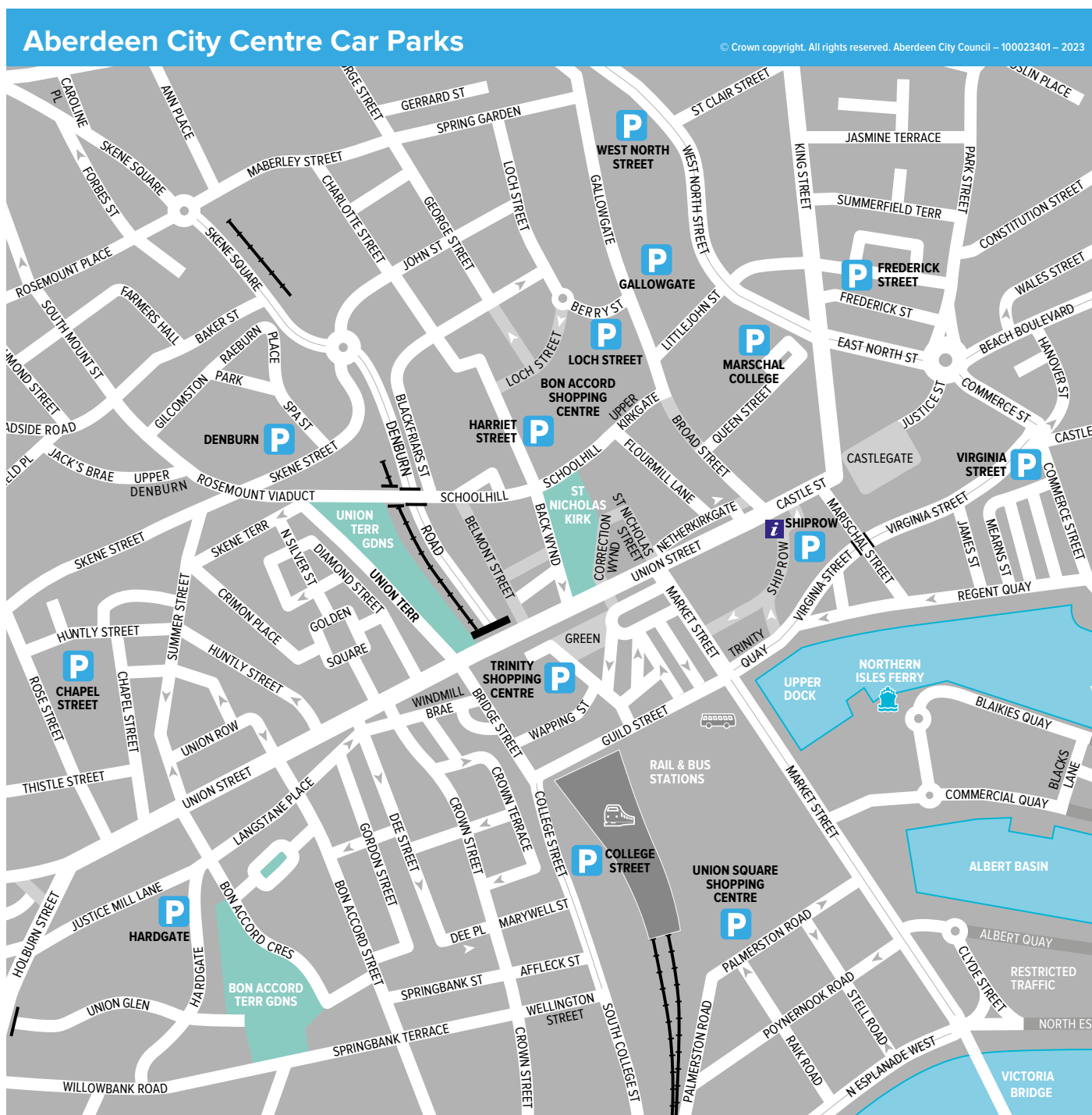


For strategic car parking, while some car parks are operated by the Council others are operated by private entities such as

shopping centres and car park management companies. Figure 32 shows a map of the city centre with the main

strategic – medium to long term parking – car parks.

Figure 32 – Map of medium and long stay car parks in Aberdeen City Centre



In terms of further reducing the environmental impact of car use, prioritisation of spaces for shared vehicles, such as car club cars and also for the charging of electric vehicles, can play a part too.

However, parking is about more than just cars. The availability of safe, secure cycle and powered two wheeler parking

will help make these modes more attractive to users while designated lorry parking helps to ensure that HGV drivers have appropriate rest facilities and secure places to park. The location of car and coach parking, both located out with the city centre, ensure that the likelihood of non essential trips is also reduced and that space

can be prioritised for people above vehicles.

In the city centre, the Aberdeen City Centre Masterplan and Aberdeen City Centre Sustainable Urban Mobility Plan contain the following principles for the management of car parking, shown in Figure 33.



Chapel Street Car Park, Aberdeen

Figure 33 – Principles for the Management of Car Parking

Park and Ride: Maximise the potential offered by existing and proposed park and ride sites in order to reduce the overall number of vehicles entering the city centre.

Off-street parking: Maximise the potential offered by existing car park capacity by promoting a ring of car parks around the city centre, linked to the main transport corridors.

On-street parking: Reduce the provision of this for all vehicles with priority given to short stay parking, essential users, residents and shared vehicles.

New development parking: Apply stricter parking standards within the city centre boundary to enforce ‘zero parking’ for new development.

Aberdeen Car Club: The number of conventional as well as electric city centre car club locations would be increased in order to allow for incidental car use for residents and businesses without the need for car ownership.

These are further backed up by a Strategic Car Parking Review, undertaken in 2016^x.

With regard to parking in new developments, Policy T3 of the Aberdeen Local Development Plan outlines the requirements.

With the new Aberdeen Local Development Plan and the Regional Transport Strategy adopted and work on the refreshed Aberdeen City Centre and Beach masterplans underway, the next stage is

to produce an Aberdeen Car Parking Framework. This can further develop the Council’s strategic approach to car parking. This will sit under the LTS as a daughter document.

^x<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=618&MIId=6703&Ver=4>

POLICY 18: PARKING

To develop a parking regime for Aberdeen that supports the principle of the city centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between modes, enhances the economic vitality of the city centre and district shopping centres and still supports people with restricted mobility in accessing facilities.

ACTIONS

Develop a Car Parking Framework for the city covering on and off-street parking and complementing the North East Roads Hierarchy.

Encourage a high turnover of spaces, especially in the city centre, by ensuring parking controls, pricing structures and policies do not encourage commuter car parking and instead support short stay retail, leisure and business trips.

Ensure those accessing the city centre by car are directed to the most appropriate strategic car park and then encouraged to make their onward journey by a more sustainable mode.

Ensure that the cost and availability of parking is no longer an incentive for car use, relative to cost of public transport.

Encourage shorter trips within the urban area to transfer to walking, cycling and public transport, and longer trips outwith the urban area to utilise Park & Ride.

Minimise the negative impacts of parking on streetscape and ensure the ability of public transport to flow freely on key bus corridors.

Where appropriate, seek to remove on-street parking in order to provide more space for active and sustainable travel.

Protect residents' ability to park and load close to their homes by extending Controlled Parking Zones to areas where residential amenity is affected by commuter parking.

Protect businesses, tradespeople, and visitors ability to park and load by management of Controlled Parking Zones.

Ensure enforcement of parking and loading restrictions is proactive in order to keep the city moving and without disadvantage to the most vulnerable of users.

Facilitate the operation of car clubs, take up of car sharing and environmentally friendly vehicles.

Ensure that parking policies take into account the needs of people with mobility impairments and other disabilities.

Look to further develop the "pay by phone" system for parking.

Work with partner organisations and private car park operators using contractual and planning powers to encourage pricing and length of stay regimes in off-street car parks that facilitate shopping and other short/medium stay activities.

Increase compliance with disabled parking arrangements and reduce fraudulent use of 'blue badges' by the continuation of the temporary blue badge fraud investigation service.

Ensure that parking standards for new developments continue to encourage people to travel by more sustainable means than the private car.

Topic 19 – Demand Management

Travel Demand Management ‘TDM’ is an umbrella term for schemes which reduce travel demand by one or more modes of transport in a city. The parking system, especially car parking, is probably the main form of transport demand management. Supply, availability and cost of parking are all able to influence the way in which people move around the city. In addition the prevention of certain traffic movements by physical restriction or traffic regulation order can also affect transport demand. These can either be temporary, in response to things like large events, Global Pandemics such as COVID-19 and major maintenance schemes or permanent.

The Transport (Scotland) Act 2001 gives local authorities the power to implement road user charging, should they see fit while the Transport (Scotland) Act 2019 creates powers for local authorities to bring in Low Emission Zones and Workplace Parking Licensing.

Currently Aberdeen City Council uses parking management, a low emission zone (which will be enforceable from 2024) and traffic movement restrictions in order to manage demand.

Although there are no road user charges or a workplace parking levy in force in Aberdeen, it could be beneficial to understand whether they would be beneficial to the city and its transport system, particularly

given the National commitment to a reduction of car kilometres by 20% by 2030. The Regional Transport Strategy, Nestrans 2040, also supports the identification of the most appropriate charging regimes in and around Aberdeen, such as Workplace Parking Licensing or other charging options.

It is accepted that, for such systems to work, people would have to be provided with viable alternatives that they could use to access goods and services. Funds raised from these schemes should be used to enhance transport alternatives. An option which saw revenues collected reinvested back into the transport network should be considered for this, as part of any investigations.

POLICY 19: DEMAND MANAGEMENT

In addition to parking and traffic management, investigate, in partnership with Aberdeenshire Council and Nestrans, the implications of introducing other demand management methods to Aberdeen.

ACTIONS

In partnership with Aberdeenshire Council and Nestrans, investigate the implications of introducing other demand management methods, such as workplace parking licencing, road user charging and emissions based parking, in the city.



Bedford Road Bus Gate

Topic 20 – Road Improvements



South College Street, Aberdeen

In line with the National Sustainable Investment Hierarchy, the LTS will follow the principles of reducing the need to travel unsustainably, maintaining and safely operating existing assets, making better use of existing capacity and carrying out targeted infrastructure improvements, ahead of constructing new.

However, it is acknowledged that there will still be times when new infrastructure requires to be built. This will include situations where;

- new active travel infrastructure, such as walking and cycling routes, cannot safely be incorporated into the existing road carriageway and a separate facility needs to be constructed.
- the construction brings benefits to other forms of sustainable transport such as public transport.
- new land use developments require transport infrastructure as part of

them and require to be linked to the existing transport network.

- a new piece of infrastructure needs to be created in order to bring benefits to other parts of the city.

In the case of road improvements in Aberdeen, work is currently ongoing to create extra capacity along the South College Street and Berryden Road corridors. Both of these schemes have been deemed as necessary as part of the Aberdeen City Centre Masterplan, in order to divert traffic away from the city centre core, yet still ensure that service vehicles can easily navigate the city. They also allow people, choosing to access the city by car to easily and efficiently access the most appropriate strategic car park at the periphery of the city centre. In the case of the link road to Aberdeen South Harbour, this will ensure that traffic can easily and efficiently access the new harbour on a safe route which is able to carry the types of vehicles likely to be using

the harbour.

In all cases, improving these main corridor routes will also help to concentrate traffic movements on the most appropriate routes and discourage rat running through communities or via less suitable roads. These road improvements, and any subsequent ones, will also incorporate improved walking, wheeling and cycling infrastructure as well as being suitable for public transport. This ensures that they are road improvements for all users while biodiversity options will be included as part of the designs.

Where new infrastructure is created it should be added to annual plans for maintenance and repairs to ensure appropriate provision is made. It should also be constructed in such a way that it minimises future maintenance requirements as well as minimising its impact on its surroundings and the natural environment.

POLICY 20: ROAD IMPROVEMENTS

In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.

ACTIONS

Ensure that any proposals for road improvements are only taken forward once it has been evidenced that reducing the need to travel unsustainably, maintaining and safely operating existing assets and making better use of existing capacity will not solve the problem, in line with the National Sustainable Investment Hierarchy.

Use traffic models which test scenarios enabling traffic reduction, in line with national and local targets.

Ensure the successful and timely completion of all new road and road improvement projects approved by the Council in the current Non-Housing Capital Programme.

Ensure that proposals for road improvements prioritise the benefits delivered to sustainable modes of transport.

New infrastructure should be constructed so that it minimises future maintenance requirements.

New infrastructure should be constructed so as to minimise its impact on its surroundings and the natural environment.

Topic 21 – Trunk Road Network

Trunk Roads are roads which are of strategic importance at National Level for the movement of people and goods around Scotland. While most

of the routes around Scotland fall under the control of Local Authorities, trunk roads, like motorways, are under the control of Transport Scotland.

Trunk Roads are prefixed with an A number but, unlike local “A-roads” have green backed signs instead of white.



Airport Road, Aberdeen

The following trunk roads fall partly within or lead to the Aberdeen City Council area;

- A90 Western Peripheral Route.
- A96 Craibstone to Blackburn.
- A92 Stonehaven to Charleston.
- A956 Charleston to Cleanhill.

These trunk roads often meet with or lead to non-trunk roads, under the control of Aberdeen City Council. Therefore, it is essential that the Council and Transport Scotland work with and consult each other on any changes to these linked routes to ensure consistency and reduce duplication of effort. It also ensures that messages on Variable Messaging Signs (VMS) on city roads can inform users of important information on trunk roads that they might go on to use and vice versa.

Furthermore, it makes it far easier to develop projects which are being built on roads, such as the A96, which change from local road to trunk road, reducing the risk of them stopping once they meet another organisation's jurisdiction.

In the case of the A96, Transport Scotland have committed to upgrading the route and have indicated that a decision on whether the route will be fully dualled is likely to be made in late 2023. Although the trunk road section of the A96 within the Aberdeen City Council area is already fully dualled, the newest of these sections dates from the 1990s with some considerably older. Therefore, the Council will be pushing Transport Scotland to ensure that these are brought up to the same standard as the new sections of the route and include provision for non-

motorised users as part of the design.

Given the long-distance nature of much of the traffic using trunk roads, consideration has to be given to providing rest stop and refuelling opportunities for drivers. Therefore it is important that the Council work with Transport Scotland to establish if any additional facilities are required within the Aberdeen City Council area, how these should be accessed and what facilities these should provide. Both Craibstone and Kingswells Park and Ride sites already provide rapid charging facilities, alongside fast charging ones, for electric vehicle drivers, allowing them to serve as pitstops for those undertaking a longer journey, and the Council is in the process of adding more units.

POLICY 21: TRUNK ROAD NETWORK

Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen.

ACTIONS

Support improvements to the A96 and continue to work with the Scottish Government, Nestrans and Aberdeenshire Council to ensure the completion of these projects.

Continue to lobby Transport Scotland to ensure that the existing dualled section of A96 in Aberdeen is brought up to modern standards and incorporates high quality Non-motorised user provision.

Continue to engage with Transport Scotland where connections and improvements to trunk roads, and supporting infrastructure are required as part of new developments.

Support the incorporation of appropriate rest and refuelling facilities for drivers using the trunk road network.

Continue to press the Scottish Government to ensure that roads that are de-trunked, and transfer to Council ownership, are fit for purpose when passed to the Council and/ or appropriate provision is made to allow the Council to bring them up to an appropriate standard.

Work with Transport Scotland on delivering improvements to the walking and cycling network around trunk roads.

³⁴Figures from Transport Scotland

Topic 22 – Aberdeen Western Peripheral Route (AWPR)

One of the most significant changes to the strategic transport network in Aberdeen since the last Local Transport Strategy was written, is the opening of the Aberdeen Western Peripheral Route. Along with the Balmedie to Tipperty Improvement, this has led to 58km of new dual carriageway route being created with the route fully opening in February 2019. As well as leading to quicker and more reliable journey times for those routing to and from Aberdeen and around the North East of Scotland, especially freight traffic, it has also removed the need for strategic traffic to route through Aberdeen. Data from Transport Scotland shows a reduction of 49-61% in freight traffic using Anderson Drive, formerly the strategic route round the west side of Aberdeen. The journey time from Charleston to Dyce has been slashed from around 33 minutes to 16 minutes via the AWPR³⁴. This gives the Council a fantastic opportunity to “lock in” the benefits of the AWPR. The “freed-up” road capacity in the city, no longer required by strategic traffic, can now be used to create a much more inclusive network for all users.

The North East Scotland Roads Hierarchy, commissioned in 2018, set to do this with the key principle of the city centre as a destination at its heart. Motorised traffic is directed to the Aberdeen Western Peripheral Route (AWPR) and encouraged to access the city by the most appropriate radial route to reduce the extent of



cross-city traffic movements. This led to the designation of key radial corridors as priority routes with many other routes able to be downgraded to secondary or tertiary status. Figure 34 on the next page demonstrates this.

The advantages of being able to remove strategic traffic from the main city routes and allow them to cater instead for more local movements are twofold;

- It provides opportunities to create more provision for all users on these routes, not just private motorists, making it far more attractive to walk, wheel, cycle and take public transport on them.
- it allows the neighbourhoods between the primary routes to serve

as destinations themselves with traffic, that once may have routed through them, instead directed to the primary routes making it far easier for people to move around them.

Regarding making these routes more attractive for more users, a series of multi-modal corridor studies, concentrated on the primary routes and the Anderson Drive corridor, were instigated in 2020, some even earlier, to examine how these routes could be reconfigured to contain greater provision for walking, wheeling, cycling and public transport as well as just cars, vans and goods vehicles. The main corridors covered are listed in Figure 35 below.

Figure 34 – Aberdeen Roads Hierarchy

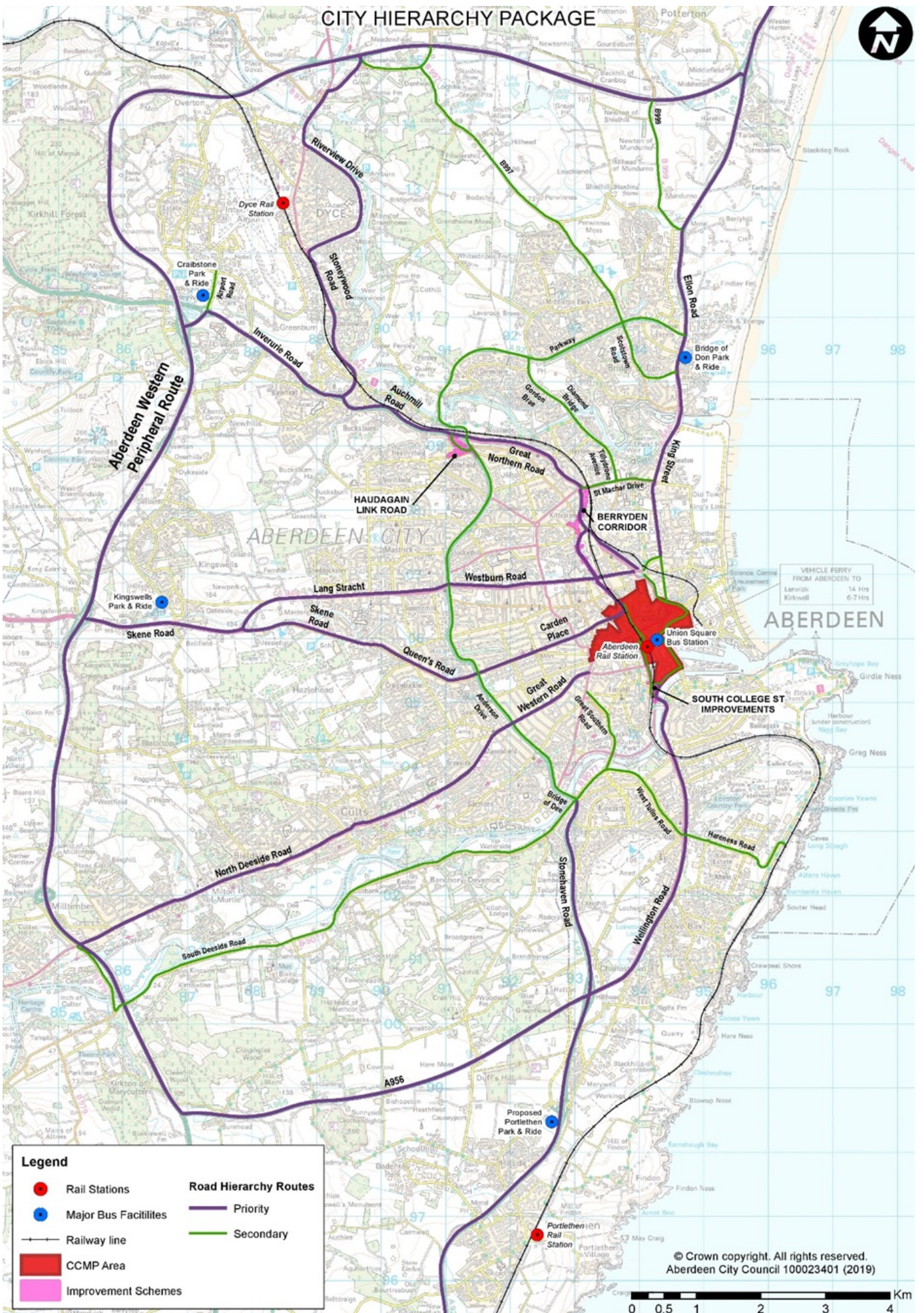


Figure 35 – Multi-modal corridors for study that run through Aberdeen City

MULTI-MODAL CORRIDORS
A947 The Parkhill junction on the bypass to Bucksburn.
A96 Inverurie to Aberdeen – Also Bus Partnership Fund Corridor.
A944/A9119 Westhill to Aberdeen – Also Bus Partnership Fund Corridor.
A93 Banchory to Aberdeen.
Park and Ride in Ellon to the Garthdee Road corridor – Also Bus Partnership Fund Corridor.
A956 Wellington Road/
A92 Bridge of Don to Bridge of Dee – Also Bus Partnership Fund Corridor/
Aberdeen to Laurencekirk/

As well as running through the city, some of these corridors extend to Aberdeenshire, given the interrelationship between Aberdeen City and Shire. A ninth, covering the A92/ A952 north of Ellon to Peterhead and Fraserburgh is also being studied. The main barriers to walking, wheeling and cycling, identified in the Main Issues Consultation for the LTS, are around people’s perception of safety, a lack of provision, especially on major routes. For public transport, it was a

lack of/ limited public transport options and unreliable/poor bus services. Therefore, the outcomes of these studies could make a huge difference by identifying the best ways to provide these facilities and better provide for all users of the transport network. The AWPR also helps to make access to transport hubs, such as park and ride sites, far easier. Both Craibstone and Kingswells park and rides can now be easily accessed from the AWPR, as well as their

respective radial routes. This makes it much easier for people to quickly access these sites and have the opportunity to park on the edge of the city and make their onward journey by another mode. This could bring particular benefit to those travelling into the city from more rural areas whose public transport options from their journey start point are limited. Park and Ride is covered further in Topic 9.

POLICY 22: ABERDEEN WESTERN PERIPHERAL ROUTE

To continue to “lock in” the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the city centre to function as a destination rather than a through route.

ACTIONS

- Continue to ensure that strategic traffic is routed around Aberdeen, using the AWPR rather than through it.
- Continue to implement the North East Scotland Roads Hierarchy to encourage people and goods to route into Aberdeen by the most appropriate routes and the city centre to become a destination.
- Substantially improve provision for public transport and active travel on key radial corridors, in line with the recommendations and findings of the multi-modal corridor studies.
- Make use of VMS, GIS, APPs and other mapping software to provide real time travel information and encourage users to route around and access the city by the most appropriate means.
- Continue to provide, enhance and promote interchange points along the route of the AWPR to encourage users to park on the edge of the city and route to and from the city centre by a more sustainable means.
- Continue to identify further measures to ‘lock in’ the benefits of the AWPR.

Topic 23 – Shipping and Ferry Services



The Port of Aberdeen was established in 1136 and, according to the Guinness Book of Business Records, it is the oldest existing business in Britain.

Busy with both freight and passenger boats, with ferry connections to Orkney and Shetland, in 2021 it handled over 3.3million tonnes of cargo, while over 110,000 ferry passengers passed through it³⁵.

While the original harbour is located just to the south of the city centre, in 2017, construction started on the Aberdeen South Harbour in the Bay of Nigg. This will not only provide extra capacity but has greater deep water capabilities than the existing harbour, allowing it to cater for some of the larger cruise ships.

Attracting cruise ships is hugely beneficial to the City's economy with figures showing a typical uplift in footfall in excess of 10% in the city centre on a day when a ship arrives.

As part of the most recent

Scottish National Planning Framework (NPF4), adopted in February 2023, Aberdeen Harbour has been identified as a “National Development”. This supports the continued relocation and repurposing of Aberdeen Harbour. The designation identifies that the harbour is a strategically important asset supporting the economy of the North East of Scotland. It recognises that the south harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services with a focus on regenerating existing industrial land and reorganising land use around the harbour. As part of this the Aberdeen Local Development Plan (2022) designates the adjacent land as an Energy Transition Zone (ETZ). Therefore, the port facilities and their surrounds are not just an important transport asset in themselves but their connection to the wider transport network is also of great importance. Through

the City Region Deal, signed in 2016, a project to develop external transport links to Aberdeen South Harbour is being implemented, which will include a better road link to the site. Improved active travel links between the new harbour and the city are also being taken forward as part of the planning conditions of the new harbour while there are opportunities to link in with rail freight facilities at Craiginches.

In the North East of Scotland, only Aberdeen Harbour currently caters for passenger ferries. The Scottish Government tenders the provision of these services under the banner of ‘Northlink Ferries’ and currently provides seven sailings a week to Shetland and four sailings a week in summer and three in winter to Orkney. It is therefore important, not only that these continue but that passenger interchange between ferry and other forms of transport are enabled. Work has been

³⁵www.portofaberdeen.co.uk/

undertaken recently to improve pedestrian wayfinding between the ferry terminal and the main bus and train station. Some services for the 727 bus, which links through the city between the airport, TECA and bus station, also link on to the ferry terminal too. However, the Council continues to support the enabling of even greater

links between the harbour, the city centre and the main bus and rail stations. Nestrans, the Regional Transport Partnership, continue to facilitate the North East Freight Forum, providing a voice for freight interests and a means of enabling dialogue between business and decision-makers.

Looking to the future, the Port of Aberdeen have committed to operating a net zero port by 2040. Refurbishment of the rail link to Waterloo Quay recently took place and electric vehicle charge points, to allow the Port to reduce emissions from its own fleet vehicles, have been installed.

POLICY 23: SHIPPING AND FERRY SERVICES

To work with partners to ensure that Aberdeen's harbours remain world class, able to grow their National and International trade. Ensure they are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users.

ACTIONS

Support measures to improve accessibility to Aberdeen Harbour for passengers and freight, encouraging access by sustainable means. Particular attention should be given to links between the ferry, bus and rail terminals and the city centre.

Support Aberdeen Harbour Board in the development of Aberdeen South Harbour at Nigg Bay, including identification of infrastructure required to ensure the Nigg site is viable.

Work with partners to take forward access improvements for freight and passengers to Nigg Bay including measures to encourage sustainable and active travel to and from the site.

Support Nestrans to deliver their proposals within the RTS as part of their Connections by Sea proposals for action.

Support and encourage measures which see the reduction of emissions from the harbour, its operations and supporting infrastructure.

Topic 24 – Air Services

Opened in 1934, Aberdeen Airport serves 30 destinations (at time of writing) including several hub airports which offer onward travel to even more locations. Figures from operator AGS reveal that in 2019, 2.9 million passengers used the airport. However, as well as catering for aeroplanes, a large part of the airport's business is to service the oil and offshore industries. NATS Holdings, formerly National Air Traffic Services, in 2019 confirmed Aberdeen as the

World's busiest commercial heliport, handling around 500,000 passengers per year and more than 150 helicopters per day. Given that the airport is such a key resource, not just for servicing Aberdeen's offshore economy but in bringing business and leisure visitors to the city, the Council supports further development of the airport. The importance of the airport in bringing people into the city to access health services is also considerable. In terms of transport links,

the airport is within walking distance of the commercial and industrial areas of Dyce, The Entertainment Complex Aberdeen (TECA) and is linked to Aberdeen by the 727 bus route, utilising electric buses, which also runs through the TECA site. As well as on-site car parking, the airport has its own taxi zone. Road access was also improved with the opening of the Dyce link road in 2016 making a swift connection to the A96 and, subsequently the A90 AWPR.



Airport Road, Aberdeen

Regarding future plans, Nestrans and Aberdeen City Council are keen to work with the airport to develop a Surface Access Strategy to look to improve access to the airport by all modes. Given the strategic nature of the airport to the north east, Nestrans, the Regional Transport Partnership, continues to attend the Airport Consultative Committee who oversee this work. The Council supports this work and is keen to see these connections

improved, especially around opportunities to link the airport to Dyce Railway Station. Although, due to cost and technical feasibility, a direct rail link to the terminal building is unlikely to be possible, the Council would be supportive of exploring other opportunities to link the two using effective sustainable transport. Opportunities to better link the airport may also be identified through the A96 Multi-modal corridor study, commissioned

by the Council in 2021, and the Aberdeen Rapid Transit (ART) project.

The Scottish Government has pledged to decarbonise scheduled flights within Scotland by 2040³⁶. In 2020, Aberdeen International Airport achieved carbon neutrality status for the emissions under its direct control (Scopes 1 and 2) and aims to achieve net zero carbon for direct emissions by the mid-2030s³⁷.

POLICY 24: AIR SERVICES

To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.

ACTIONS

Support the future growth and extension of Aberdeen International Airport.

Support Nestrans to deliver their aspirations for frequency of services and support for key aviation routes as part of the RTS.

Continue to improve surface access to the Airport by all modes of transport.

Support Aberdeen International Airport in delivering an up to date Surface Access Strategy to ensure commitment to improving modal choice to/from the airport.

Use the findings from the A96 and A947 Multi-Modal corridor studies to inform future access to the airport.

³⁶www.transport.gov.scot/our-approach/mission-zero-for-transport/

³⁷www.aberdeenairport.com/about-us/community-matters/sustainability/

Topic 25 – Freight



Raik Road, Aberdeen

Although the movement of people is a key area for any Local Transport Strategy, the movement of goods and freight is an equally important consideration.

The opening of the Aberdeen Western Peripheral Route has made a huge difference to the transport of road-based freight, making it much easier and quicker to route around Aberdeen but also between its industrial areas at Tullos and Altens in the south and Dyce to the north west. However, given that Aberdeen has two harbours and some large industrial concentrations around Stoneywood and Bridge of Don, as well as

Altens, Tullos and Dyce, there are still considerable freight movements to service these, as well as the city centre, other main workplaces and retail facilities. Furthermore, the proposals to develop an Energy Transition Zone (ETZ) close to the new south harbour are likely to lead to even more demand for freight movements to and from this area.

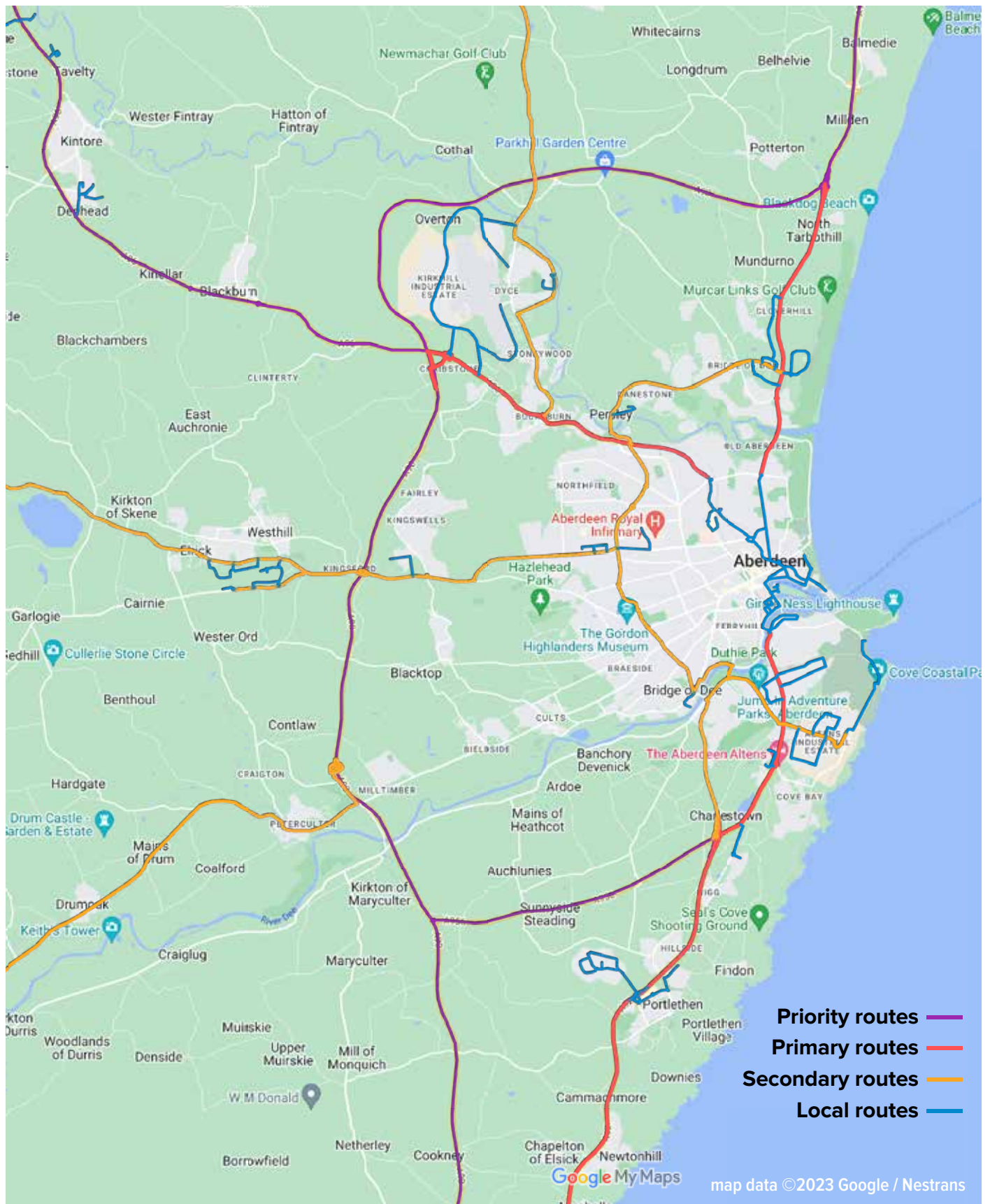
Nestrans, the Regional Transport Partnership, produced a Freight Distribution Strategy in 2018 with the following vision;

To enable a freight network for the north east of Scotland that is both economically competitive and sustainable,

and that supports a greener, healthier environment for both communities and operators.

Nestrans also produced a freight routeing map. Figure 36 below shows the recommended freight routes in and around Aberdeen, with purple indicating Priority Routes, Red Primary, Yellow Secondary, and Blue indicating local distribution routes. This Routeing Strategy is consistent with the principles agreed in developing Aberdeen City Council's proposals for a revised Road Hierarchy, and the principle that the city centre should be seen as a destination, not as a through route.

Figure 36 – Freight Routing Map



Given this large demand for freight and goods movement by road, the need to consider more lorry parking and rest facilities is something which needs to be explored. The proposed development of a park and ride site to the south side of the city, near Portlethen, originally made reference to such facilities and Aberdeen City Council will continue to liaise with colleagues at Nestrans and Aberdeenshire Council concerning this.

Facilitating freight through other modes remains key as well. The region has a number of Railfreight terminals, including at:

- Raiths Farm in Dyce;
- Waterloo Quay with direct access to Aberdeen Harbour; and

- Craiginches, south of Aberdeen city centre and close to the new South Harbour.

In the RTS, Nestrans support the development of connections from Craiginches Rail Freight terminal to Aberdeen South Harbour, recognising the potential future importance of the movement of goods between the two. This LTS also supports such a development.

The ability to consider other methods of servicing, using smaller, more environmentally friendly vehicles is also supported. The increasing development and availability of plug in and hydrogen powered goods vehicles will assist with this. Furthermore, Nestrans, together with Aberdeen City

Council, received funding from the Scottish Government Low Emission Zone grant fund to deliver a Cargo Bikes trial in and around Aberdeen city centre. Cargo bikes provide businesses with a range of three-wheel or two-wheel electric cargo bikes to enable local deliveries without the need for a van.

Given the complexity of freight travel, it is important to ensure that discussion is maintained between all relevant stakeholders. Nestrans has committed to continuing to facilitate a North East Freight Forum, providing a voice for freight interests and a means of enabling dialogue between business and decision-makers.

POLICY 25: FREIGHT

To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.

ACTIONS

Implement elements of the Nestrans Freight Action Plan including actions related to addressing congestion, consideration of traffic management in local areas, providing real time routing information, cleaner fleet schemes, reducing incidents between vulnerable users and access delivery.

Continue to encourage the transfer of freight from road to more sustainable modes such as rail and sea.

Seek to minimise HGV use of minor roads through implementing the North East Scotland Roads Hierarchy Study and findings of multi-modal corridor studies.

Encourage road freight, not destined for or originating in Aberdeen, to use the AWPR rather than route through the city.

Encourage the use of alternative vehicles and fuelled technology for making deliveries in the city.

Topic 26 – Travel Awareness and Information

Although it is important to provide and enable the development of infrastructure to allow people to move around the city, this is only part of a solution. It is also important to ensure that people are aware of their options, how to use them, the benefits of doing so and that they are able to access this information from trustworthy sources.

Furthermore, it is important to consider the type of customer that the information will reach and the best way to do this.

Advances in technology have really changed the way in which people are able to access information and, as phone, internet, tablet and connectivity technologies continue to improve, more and more people are looking to access information online. Therefore, the provision of information through websites but also apps and social media are a great way to reach audiences. However, it is important to consider that, while the demand for online resources is growing and it is a great way to engage especially with a younger generation, not everyone is able or willing to use online formats. Therefore, dispensing information by other means to hit these audiences is essential. In 2009, the Council, along with Nestrans, Aberdeenshire Council, NHS Grampian, University of Aberdeen, Robert Gordon University and the Energy Saving Trust formed the Getabout partnership. As well as encouraging these partners to work together to enable and promote the



benefits of sustainable travel, Getabout³⁸ is a “one stop shop” for sustainable transport information for people in the North East of Scotland. By pulling all this information together under one brand, with the Council’s name attached, it not only makes it far easier for people to find everything in the one place but it also adds credibility to the source with it being backed by a large, well known organisation.

Another function of the Getabout partnership is to signpost people to other sources of information. As well as journey planners, such as Traveline and operators such as First, Stagecoach or Enterprise, this also includes groups like the Grampian Cycle Partnership where people can learn from other members of the public, that they can relate to, about the benefits of active travel.

Having real life people linked to the promotion of active and sustainable transport more widely is hugely important in encouraging people to try it. If people know that others have chosen to, that it works for them and that they can learn from their experiences it gives them much greater confidence.

Given that a huge section of the market are drivers, much of the Getabout promotion also

takes place in places that reach them such as radio adverts, bus adverts and bus shelter adverts. The partnership also takes part in and hosts physical events where people can come along in person and find out more.

The way in which messages come across is also of utmost importance. People do not want to feel preached to by the Council but rather presented with the facts that allow them to make informed decisions about their travel. It is also important to make things fun and to give people an incentive to engage with campaigns. Thus, promoting initiatives which give people the chance to try something without massive obligation and that involve a game or a challenge are far more likely to appeal.

It is also important that promoting active and sustainable travel is not “anti-car” but rather it is pro-choice, with people able to use the most appropriate mode for their journey. Cars, and access to them, will still form a very important part of the transport network, especially for those who have certain health issues and disabilities. Likewise, active and sustainable transport should be something that people feel they want to choose rather than being forced to. The message that switching to active travel, even for just some journeys makes a difference to health, wellbeing and the environment should be conveyed too.

Messaging should also remind people of the importance

³⁸www.getabout.org.uk



Electric Bus, Union Street

of being respectful to other users of the transport network too, and considering more vulnerable users, especially when sharing space with them. Lastly, there are many organisations which will offer grants and schemes to support a shift to sustainable and active travel. The following are all worth checking out

Energy Saving Trust Scotland –
<https://energysavingtrust.org.uk>

Cycling Scotland –
www.cycling.scot

Nestrans –
www.nestrans.org.uk/funding

However, as well as dispensing information to people, gathering information about the way in which people use the transport network and their perception of it is essential to making sure the transport network can best cater for them. Equipment which captures usage of the transport network and its supporting infrastructure is essential to this as is capturing the opinions of the users of the network to better understand their experiences, good and bad, and the barriers to using certain types of travel.

Although surveys and statistics are available at National level, the sample sizes for the local aspects of these are often too small to provide meaningful data. Aberdeen City Council hosts the City Voice survey which goes out to a controlled panel of users, as well as all members of the public and this provides useful data. In 2023, Nestrans also commissioned a comprehensive travel study of how people in the North East of Scotland currently travel, including distances travelled. This too will help to provide statistically robust data.

POLICY 26: TRAVEL AWARENESS AND INFORMATION

With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network.

ACTIONS

Continue to work with partners to provide a “one stop shop” for sustainable transport information in the form of the Getabout partnership and engage with people through Events, publicity campaigns and social media.

Support and further investigate the use of smart travel apps as a means of as a means of making people aware of travel information and modes in the city.

Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience.

Work with partners to encourage sustainable commuting with competitive initiatives and "gamification" such as a Commuter Challenge, encouraging individual businesses to aim for net zero commutes.

Continue to gather data to monitor usage of the transport network and the opinions of users of it and use this to inform future improvements to it. Identify and fill any data gaps.

Continue to promote and raise awareness of schemes which can give people the opportunity to trial and save money on active and sustainable travel options.

Topic 27 – Land Use Planning



New housing development at Cloverhill, Aberdeen

The role of transport and land use are very closely interrelated. The National Planning Framework for Scotland (NPF4), adopted in 2023, contains the following principles for new

developments which Councils must take account of in their Local Development Plans (LDPs), shown in Figure 37.

Figure 37 – Principles within NPF4

PRINCIPLES WITHIN NPF4

Plans should prioritise locations for future development that can be accessed by sustainable modes.

Plans should promote a place-based approach to consider how to reduce car-dominance.

Plans should be informed by evidence of the area’s transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverables.

NPF4 also introduces two other key concepts shown in Figure 38

Figure 38 – Two key concepts in NPF4

CONCEPTS	DESCRIPTION
1) Local Living	New and existing communities are planned together with homes and the key local infrastructure including schools, community centres, local shops, greenspaces, health and social care, digital and sustainable transport links with the principle of being able to access these within a 20 minute active travel journey.
2) National Developments	Significant developments of national importance. There are 5 of relevance to Aberdeen’s transport network, listed below.
Urban Mass/ Rapid Transit Networks (Aberdeen, Edinburgh, Glasgow)	Urban Mass/Rapid Transit Networks facilitates a shift towards sustainable transport in Glasgow, Edinburgh, and Aberdeen and their wider regions, helping to reduce transport related emissions and supporting accessibility for all.
National Walking, Wheeling and Cycling network (Scotland wide)	National Walking, Cycling and Wheeling Network strengthens and extends a national active travel network to reduce emissions from transport, focusing on areas where improvements to accessibility are most needed.
Digital Fibre Network (Scotland wide)	A Digital Fibre Network enhances the connectivity of communities and help to facilitate more sustainable ways of living including in rural and island communities.
Aberdeen Harbour	Aberdeen Harbour facilitates completion of the South Harbour and access to it as well as a more mixed use waterfront for Aberdeen on areas of the harbour that will not in future be required for port uses. This will contribute to international and national connectivity, freight and the renewable energy sector.
Industrial Green Transition Zones	Support transformation of key sites including by putting in place the infrastructure needed to commercialise carbon capture and storage and decarbonise industry. Innovation will provide green jobs, reduce emissions and help Scotland lead the way on new technologies.

The Local Living concept will ensure that dependence on the private car is reduced, configuring developments from the start to ensure that people can access the facilities they need easily without the need to drive. The National developments, while potentially creating further transport demand in some cases, should ensure that people and goods can move efficiently and by a low carbon method. It is important that the LTS takes account of these and enables them to be carried out, both

for the benefit of the transport network and its users but also in encouraging effective land use. Locally, the Aberdeen Local Development Plan (LDP), adopted in 2023, has policies of relevance to transport. Transport Guidance, relevant to land use is also available as part of the Aberdeen Planning Guidance and the LDP. The importance of using Developer Obligations, to ensure that developers can fund schemes to minimise and mitigate the transport impact of their

developments, is a key part of this too.

It is essential that the LTS supports and aligns with the LDP in order to ensure that they can be successfully implemented.

Depending on the scale of the development, developers may be asked to submit Transport Assessments to show how their development will impact upon the transport network and what measures will be put in place to minimise this.

The need to consider not just the impact of one development but the cumulative impact is also important. One way to do this is by the use of masterplanning and development frameworks where an overall plan is produced for a large development site where often the development is likely to be taken forward in phases. This allows the site to be seen as a whole, and not just a series of individual developments and makes sure that the essential services and facilities to support the whole site are considered at the beginning.

The need to ensure an “infrastructure first” approach is very important. This makes

sure that development is sited in places which are already well served by the transport network but also that improvements to the transport network are put in place early to enable efficient movement of people and goods. Where new roads and footways are required, under Section 21 of the Roads (Scotland) Act 1984, developers are to seek authorisation from the local authority as part of the construction consent process.

It is also essential that the Council leads by example in designing its own developments to reduce the need for travel and equipping them with the necessary facilities to ensure that people are able to move around

without depending on the private car. Having a contract in place with both car club and bike hire providers can help with this. The car club in particular already forms part of the Development Management process where, in lieu of parking, developers can still give people access to a car through car club contributions. Evidence suggests that one car club car can replace up to 17 private cars³⁹.

The use of travel plans is also a key component in reducing demand for travel from new developments. This will be explored further in the next section (Topic 28).

POLICY 27: LAND USE PLANNING

To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.

ACTIONS

Ensure that new developments are accessible by a range of modes of transport and prioritise access and permeability by sustainable modes.

Encourage movement within and between developments which supports the Local Living concept and discourages travel by private car.

Ensure that all new developments demonstrate that sufficient measures have been taken to minimise traffic generation through Transport Assessments, Travel Plans and Travel Packs and appropriate on-site measures.

Require developers to contribute towards appropriate off-site transport measures, particularly where new development is adding further pressure to the transport network.

Ensure maximum car parking standards are not exceeded in all new developments and provide people with alternatives to owning a car.

Encourage implementation of Home Zones and low/no car housing where appropriate.

Encourage development of brownfield sites and mixed use communities in recognition of their ability to reduce travel distances.

In the case of several individual developments taking place in an area over a period of years, use Masterplans to ensure appropriate infrastructure and services, including transport, are provided for the whole development area.

Ensure that the Transport Policies and Guidance within the Local Development Plan facilitate the sustainable movement of people and goods, support efficient land use and match the vision, objectives, policies and actions in the LTS.

Investigate ways to improve sustainable transport connections to existing key destinations such as the Beach and TECA.

Examine options that will connect new housing developments with existing and future employment areas and other significant trip generators.

Topic 28 – Travel Plans



Marine Scotland site, Torry, Aberdeen

A Travel Plan is a general term for a package of measures tailored to the needs of an individual site and aimed at promoting more sustainable travel choices to and from that site, thus reducing reliance on the private car.

As well as having a positive impact on the local environment, Travel Plans can contribute to improved health, reduced congestion and fewer parking problems. By putting in place measures to make a site more accessible and attractive to access by sustainable transport, as an alternative to the private car, it can also help to save people money too.

In its Regional Transport Strategy, Nestrans 2040, Nestrans encourage and support more organisations to develop and implement travel plans, including workplaces and

schools across the region.

The Aberdeen Local Development Plan requires significant developments to prepare a Travel Plan in support of an application for planning permission. This should outline measures to ensure the site is accessible by a range of transport modes, rather than just by car.

These can include (but are not limited to)

- ensuring the internal layout of the development facilitates walking and cycling and/ or has been designed with public transport penetration in mind;
- installing secure bicycle parking, maintenance facilities and shower and changing facilities on-site;
- subsidising a bus service for an agreed period;

- implementing dedicated car share spaces onsite and
- installing charge points for plug-in vehicles.

For residential accessible developments, developers are urged to prepare a Residential Travel Pack for new homeowners and tenants. This is to make them aware of the opportunities for active and sustainable travel in the area, and to supply new residents with the information they need to make informed choices about how they travel. These can include providing local walking and cycle maps, public transport timetables, etc. In other new, non-residential, developments this will take a similar format so that all staff are aware of how to travel to the site by all modes.

³⁹https://uploads-ssl.webflow.com/6102564995f71c83fba14d54/62a8b47005a3ec4ab0a557f2_CoMoUK%20Car%20Club%20Annual%20Report%20Scotland%202021.pdf

Travel Plans are also encouraged for existing sites looking to minimise their impact on the local area and to improve the health and wellbeing of those using the site. An important element of travel planning is reducing the need to travel in the first place. This is becoming increasingly possible with new technology allowing employees to work from home

or in remote locations and to attend meetings or conduct conversations over the web, rather than requiring interaction between participants at the same location.

In 2022, the Council began work to refresh its own staff travel plan with a view to adopting this in 2023.

Significant resources exist to assist people in developing travel plans. The Getabout

partnership website⁴⁰, of which the Council is a partner, contains helpful information, including links to the National Travelknowhow Travel Plan builder. Nestrans also launched the Sustainable Travel Grant to help organisations promote and encourage active and sustainable travel with a fund. More details can be found here www.nestrans.org.uk/funding/

POLICY 28: TRAVEL PLANS
To ensure that the transport impact of existing and new developments in Aberdeen are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the city.
ACTIONS
Introduce Local Planning Guidance requiring developers to implement measures which will reduce dependence on car travel.
Continue to require all significant developments in the city to be accompanied by a Travel Plan to demonstrate how the impact of that development on the surrounding transport network will be minimised.
Require Travel Packs to be issued to residents of new housing developments and staff in new office developments in the city.
Encourage the widespread implementation of voluntary Travel Plans for schools, housing developments and workplaces.
Revise and implement the Council’s own Travel Plan as an example of best practice in the city.
Promote and facilitate ‘smarter’ working and measures to reduce the need to travel, including promotion of remote and flexible working practices, the use of video- and web-conferencing technologies and the increased implementation of Wi-Fi facilities across the city.
Identify resources to ensure that Travel Plans are monitored and enforced to maintain momentum and ensure effectiveness beyond the initial implementation of a development.
Continue to work with partners through the Getabout partnership to promote and make travel planning guidance available in the city.

⁴⁰www.getabout.org.uk

Topic 29 – City Centre and Beach



Union Terrace Gardens

Aberdeen city centre serves not only as the commercial, retail and cultural heart of the city but also as a major destination for people across the wider north east of Scotland. However, with more people shopping online, a trend further exacerbated by the COVID-19 global pandemic, the way in which people use and access the city centre is changing. The Aberdeen Local Outcome Improvement Plan (LOIP) identifies that since the Covid-19 pandemic, Aberdeen City is projected to be the 5th worst affected area in Scotland for economic downturn and 3rd worst for potential job losses. It is therefore important that the city centre continues to find new ways to attract people to live, work and visit it. The

transport network will be key in enabling this.

The Aberdeen City Centre Masterplan, (CCMP) was approved in 2015 outlined a 25 year strategic regeneration plan for the city centre.

In order to ensure that the transport network could be reconfigured to support the Masterplan, the Aberdeen City Centre Sustainable Urban Mobility Plan (SUMP) was developed. One of the key principles that this outlined was the need to reduce traffic passing through the city centre by 20% to deliver the masterplan. This links to the AWPR and North East Roads Hierarchy concept of the city centre changing to a destination from a through

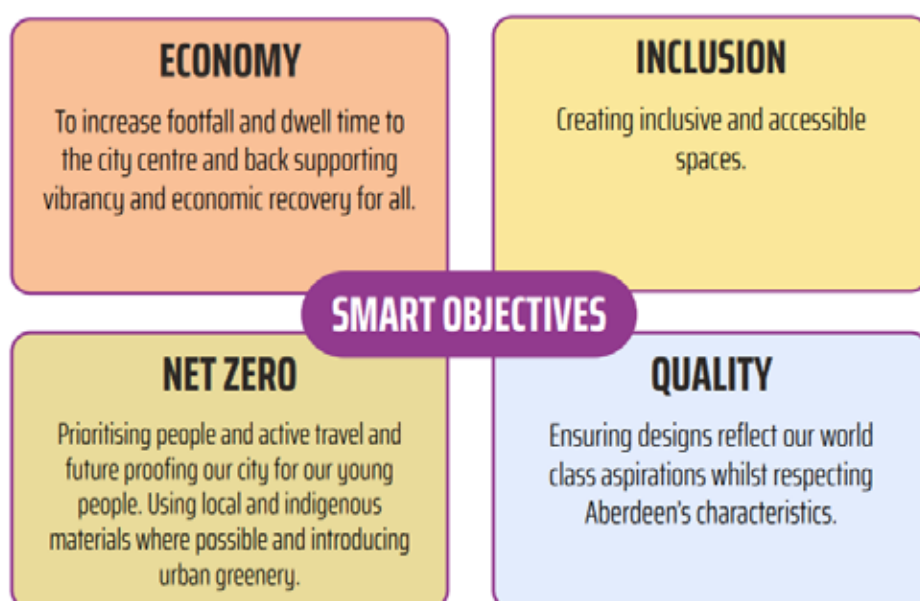
route.

So far implemented improvements include Broad Street, Union Terrace Gardens and the Art Gallery, all of which include improved public realm. This makes it much easier for people to move around on foot, and create opportunities for cycling and public transport too. In 2021, a Review of the CCMP was held to consider a Beach Masterplan alongside the City Centre Masterplan in order for the two to be better linked and considered together as an entity. The City Centre and Beach Masterplan was approved in August 2022. The review focused around the projects in Figure 41 overleaf.

Figure 41 – Main Projects in the refreshed Aberdeen City Centre and Beach Masterplan

PROJECT	MAIN TRANSPORT FOCUS
Union Street and City Centre	<p>the central section of Union Street is to be open to buses and taxis-only plus walking and cycling creating a bus priority route – a buses and taxis-only section – on Bridge Street, Guild Street (east of Wapping Street), and Market Street (north of Guild Street).</p> <p>Union Street East and West to have widened footways and space to also favour public transport. Castlegate – Pedestrian and Cycle Connectivity linking city centre to beach to be improved.</p> <p>A ban on turning right from Union Terrace to Rosemount Viaduct (except for buses, taxis and cycles), Upperkirkgate and Schoolhill will be pedestrianised from Back Wynd to Flourmill Lane, with access for service vehicles only. Improved public realm throughout Schoolhill and Upperkirkgate.</p> <p>There will be a net increase of more than 20 spaces in taxi ranks compared to 2019, as well as a net increase of more than 10 accessible parking bays through the city centre.</p>
Beachfront and Boulevard	<p>Reconfiguration of the public realm to give more space to walking and cycling at the beachfront area.</p> <p>Better, more user-friendly active travel links between the city centre and beach area and improvements to roundabout junction at Commerce Street.</p>
New Market and Green	<p>The development will create a pedestrian connectivity including escalators and lifts between Union Street and the bus and railway stations via The Green.</p> <p>Will enliven the area between Aberdeen Market and Guild Street with urban realm improvements in and around the Green.</p>
Belmont Quarter	<p>Improved public realm and more space given over to people to encourage sustainable and active travel movements and encourage people to spend more time there. Permanent spill out spaces for cafes, restaurants, bars but space still for servicing.</p>
George Street	<p>Improved public realm and more space given over to people to encourage sustainable and active travel movements and encourage people to spend more time there.</p>
Queen Street	<p>Improved public realm, increased open space and more space given over to people to encourage sustainable and active travel movements and encourage people to spend more time there.</p>
West End	<p>Public realm improvements to Chapel street, Rose Street and Thistle Street.</p>

Figure 42: Objectives for City Centre and Beach Masterplan Projects



The objectives, shown in Figure 42 on the previous page, apply to each of the projects.

As well as reducing traffic and giving more space to people, another key concern for the plan is the treatment of parking. A strategic car parking review for Aberdeen, undertaken in 2016, identified that the off-street car parking provision, which serves the city centre, is both well located and sufficient in capacity to meet the demand. It noted that more efficient use of park and ride facilities on the outskirts of the city centre can support this. Therefore, as part of the North East Roads Hierarchy Study and multi-modal corridor studies on the main radial routes, it is proposed that people accessing the city are first

directed to park and ride sites, incentivised by free parking and an improved public transport offering. Beyond this, they are taken along the radial routes to the most appropriate strategic car park. On-street parking will be reserved for short stay, disabled and residential parking. To further reduce demand for on-street parking, well placed car club cars can provide a real alternative to car ownership. This will allow the Council to remove on-street parking in many areas, giving more space over to people.

As already outlined, a better walking environment has been shown to deliver benefits to the economy too. The Pedestrian Pound report (2018)⁴¹, demonstrates that on streets where the pedestrian

experience has been improved, footfall is shown to increase by 20-35 per cent, bucking a 22 per cent decline in footfall across the UK between 2007-2017. It also shows that when streets are regenerated to boost walking, there is a corresponding impact on turnover, property values and rental yields. For well-designed projects, sales can increase by 30 per cent or more when footfall is boosted. This will also be a key consideration in encouraging more people to live in the city centre. This is something which the Local Development Plan and City Centre and Beach Masterplan look to encourage.

POLICY 29: CITY CENTRE AND BEACH

Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.

ACTIONS

Adopt the transport elements of the refreshed City Centre Masterplan and Beach Masterplans with particular emphasis on improving active travel and public transport links between the City Centre and Beach and between North Dee and George Street.

Increase the pedestrian experience in the core City Centre area and increase space for those walking, wheeling and cycling.

Improve access to the City Centre and facilitate interchange points to allow people to travel into the City Centre by the most sustainable modes.

Increase space for other uses (e.g. street cafes, events).

Reduce the detrimental impact of motor vehicles on the City Centre and Beach environment.

With partners, explore and implement ways to increase City Centre footfall without detrimental impacts on congestion and air quality.

Ensure that City Centre residents still have access to transport choices without the need to own a private car.

Encourage deliveries to be made to the City Centre and Beach without detrimental impact on congestion and air quality.

⁴¹www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf

Topic 30 – Biodiversity and Green Space

Under the Nature Conservation (Scotland) Act 2004, Aberdeen City Council has a statutory duty to further biodiversity in exercising its functions. In light of mounting evidence that Scotland continues to experience dramatic declines in biodiversity, the Scottish Government has created the Scottish Biodiversity Strategy to halt biodiversity loss by 2030 and reverse it with large-scale restoration by 2045.

In February 2023, the Council declared a Climate and Nature Emergency and in 2022 adopted its Net Zero Aberdeen Natural Environment Strategy.

Transport can have an effect on biodiversity in a number of ways, with transport corridors and bridges causing habitat fragmentation and severance for a wide variety of wildlife, as well as a hazard to their safety. Avoiding construction on sensitive habitats and providing escape routes to wildlife by creating tunnels and wildlife corridors help to reduce these impacts. Roads can often sever or act as barriers between otherwise contiguous areas of value to biodiversity. The Aberdeen Nature Conservation Strategy contains the following relevant objectives

- To protect preserve and enhance Aberdeen’s Natural Heritage.
- Sustainably manage Aberdeen’s Natural heritage.

The LTS should look to support these in helping people to access Aberdeen’s natural heritage but without damaging it.



Shell Path, Kincorth

In taking forward any transport infrastructure works as part of this LTS, efforts will be taken to ensure that existing wildlife linkages / corridors are maintained, or new ones created. More generally, mitigation measures will be considered for all transport improvement works that could have an adverse impact on biodiversity. As part of the aim of furthering biodiversity through this LTS, maintenance methods will be managed in order that they do not destroy or disturb habitats. Likewise, encouraging planting which is low maintenance and requires minimal management is not just beneficial from a cost perspective but also less disruptive to species and likely to cause less environmental damage.

The Council encourages the adoption of measures to manage all adopted road verges in a way that maintains, establishes or manages verges for habitat and species enhancement. The disposal of surface water from roads can, in some circumstances, cause flooding and pollution to water bodies and land contamination to adjoining areas. The Council will continue to implement Sustainable Urban Drainage Systems (SUDS), as appropriate, as part of road improvement schemes. Where necessary, SUDS will be incorporated into existing road layouts to mitigate against the contamination or pollution of land, water courses, habitats and species lying adjacent to roads.

Improving access to Blue-Green Infrastructure is also key. Blue-Green Infrastructure refers to the use of blue elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, and green elements, such as trees, forests, fields and parks, in urban and land-use planning. The LTS should facilitate not only access to them but also through. The Aberdeen Open Space Strategy backs this up with an objective to “Improve Access to and

Within Open Spaces”. More widely, the Aberdeen City Green Space Network (GSN) enhances, improves and links various habitats and species. The GSN takes into account the Core Paths Plan for the city to enhance access to the city’s landscape, countryside and wildlife, while at the same time providing opportunities for healthy recreation. Access to good quality green-blue infrastructure is linked to improved physical health and

mental wellbeing, a reduction in chronic stress, reduced obesity and better concentration⁴². In considering the environmental impact of this LTS both a Strategic Environmental Assessment and Habitats Regulation Assessment have been carried out. This ensures that the Vision, Objectives and Policies proposed consider their impacts on both species and the environment.

POLICY 30: BIODIVERSITY AND GREEN SPACE

Improve accessibility to open spaces in Aberdeen and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.

ACTIONS

Take opportunities to improve and create new habitats as part of transport improvement and maintenance schemes.

Changes to transport infrastructure should not only respect the character of all landscapes and reduce the negative effects of transport upon them but should also protect, conserve and enhance wildlife, habitats and landscapes.

Integrate the LTS with other strategies and actions contained within the Open Space Strategy, Nature Conservation, Net Zero Aberdeen Natural Environment Strategy, and Tree and Woodland Strategic Implementation Plan.

Ensure access to green space is enabled and in ways which encourage the usage of active and sustainable transport to get there.

Support national commitment locally to halt biodiversity loss by 2030.

Add to, utilise and link to blue and green infrastructure as part of transport improvement schemes.

Topic 31 – Traffic Management and Road Safety

Both road safety and traffic management are key to the successful operation of the transport network. For safety, perception of safety is just as important as the actual safety features which are built in. Giving users confidence, both in physically providing safe features but also via education is very important. For traffic management, this is integral to manage the demand for the

transport network and ensure that traffic is not enabled at the expense of people, the environment and local businesses.

The Council has a statutory duty under the ‘1988 Road Traffic Act – Section 39’ to investigate, design and promote engineering and education measures as well as giving road safety advice and information to people. In

2023, the Council produced its Road Safety Plan (2023-2030) to reflect the aspirations and targets in Scotland’s Road Safety Framework to 2030, and to outline progress against these. This includes a target of “Vision Zero”, where there are zero fatalities and injuries on Scotland’s roads by 2050. Figure 43 shows the vision and targets for the document to 2030.

⁴²Woods for Health, Scottish Forestry

Figure 43 – Vision and Targets in Scotland’s Road Safety Framework

VISION – FOR SCOTLAND TO HAVE THE BEST ROAD SAFETY PERFORMANCE IN THE WORLD BY 2030.

50% reduction in people killed by 2030	60% reduction in children (aged <16) killed by 2030
50% reduction in people seriously injured by 2030	60% reduction in children (aged <16) seriously injured by 2030

In Aberdeen, Figure 44 shows Aberdeen’s progress towards the targets up to 2022, against a 2014-2018 baseline.

This shows that the city is already meeting or is on course to meet the targets set to 2030. Figure 45 below, from

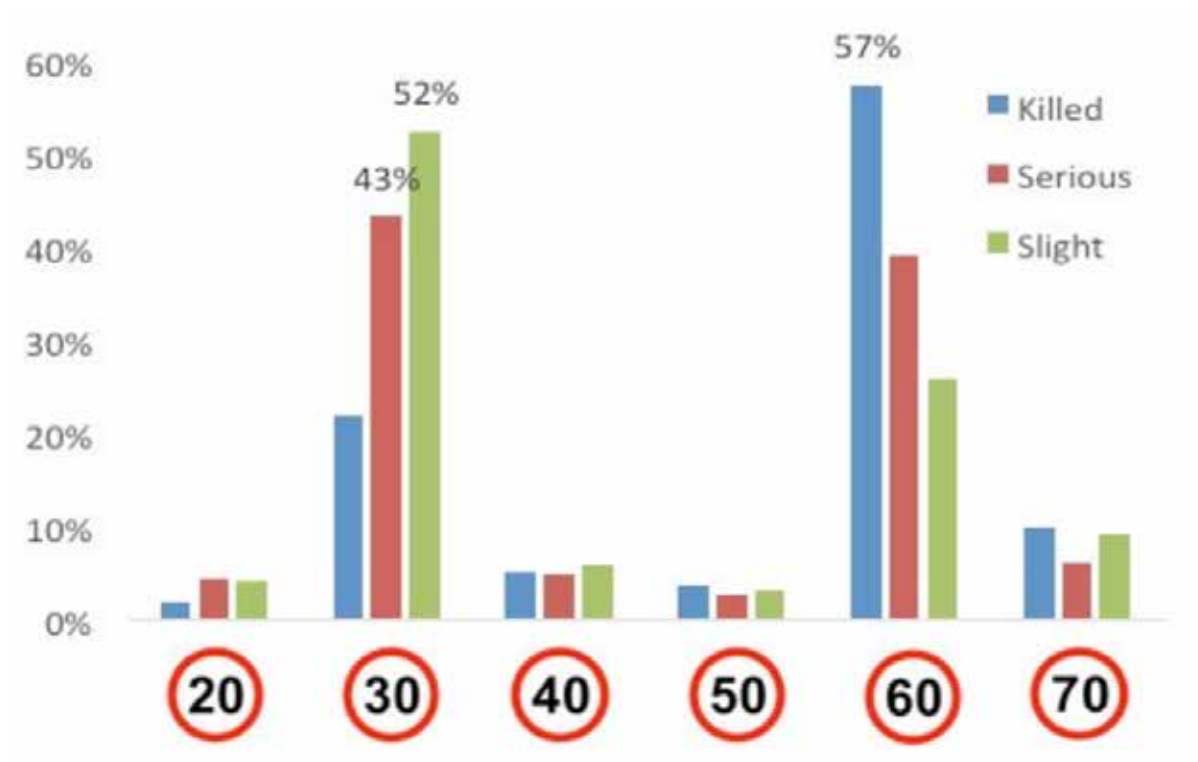
Scotland’s Road Safety Framework, shows severity of accident by speed at which it took place.

Figure 44 – Aberdeen City’s performance against the target

Casualties	2014	2015	2016	2017	2018	2019	2020	2021	2022	2014-2018*	2030 target
Casualties killed	4	4	2	2	2	2	1	2	1	3	1.5
Casualties seriously injured	111	94	67	53	58	55	36	26	26	77	39
Child casualties killed	0	0	0	0	0	0	0	0	0	0	0
Child casualties seriously injured	9	6	8	11	2	1	5	2	0	5	3

* Average

Figure 45 – Type of injury and speed it occurred at in Scotland





King Street, Aberdeen

More than half of all fatalities occur on 60mph roads (typically rural roads) and almost half of serious injuries (and 82% of all pedestrian serious casualties) occur on 30mph roads (mostly urban and sub-urban roads). This would suggest that increasing the number of zones where the speed limit is dropped from 30mph to 20mph could make a difference.

This is something that the Council is actively pursuing with more 20mph zones created each year.

Cycling is the mode of transport which people highlighted the most safety concern about in the LTS Main Issues Consultation, backed up by the results of the WACI where only 40% of woman and 42% of men thought cycling safety was good. The Road Safety Plan (2023-2030) found that almost 75% of Cycling Collisions are caused by other drivers with around 25% being caused

by cyclists themselves. The Council is already trying to improve this with Bikeability training and I Bike Officers working in schools as well as the I Bike communities project. However it is clear that more safe cycling infrastructure is the most likely method to make a big difference. In terms of general safety, the Council also offers Road Safety education in schools.

Although representing less than 1% of all road users, motorcyclists accounted for 7% of all casualties on Scotland's roads. This is something which the Council will work with partners to address throughout the life of the LTS.

As well as the devastating impact that collisions can have on people, the cost of collisions is also substantial. This was valued at £11.3M for Aberdeen in 2021.

Partnership working is also important. Aberdeen City

Council is a member of the Road Safety North East Scotland (RSNES) partnership along with Aberdeenshire Council, Moray Council, Nestrans, NHS Grampian, North Safety Camera Unit, Police Scotland and the Scottish Fire and Rescue Service. This allows all partners to work together to improve road safety across the North East of Scotland.

In terms of safety from antisocial behaviour, lighting can play a big part in this, especially for those travelling at night. The design of active travel routes to have good forward visibility and to pass through areas with good natural surveillance, where they are overlooked rather than passing through dark, hidden spaces, is important here too. The Council's rollout of improved CCTV and the creation of a joint control room between the Council and Police Scotland will also assist with this.

Traffic Management also has a huge link to road safety. This is both through the creation of parking and waiting restrictions to protect sightlines and visibility but also in physically stopping traffic from entering areas in order to create safe spaces and more room for more vulnerable users such as pedestrians and cyclists. As well as protecting people, restricting traffic from areas can also help to reduce the environmental impact of transport which in turn keeps active travel users safer from health issues. Likewise, creating an environment where people feel safe from traffic is more likely to encourage them to travel actively but also to spend more time in a space, as it makes it more enjoyable. For the city centre in particular, the management of traffic to enable the space to be more people friendly should help encourage



Bridge Street, Aberdeen

them to enjoy and spend more time there.

Traffic management will be key to the success of the LTS and especially the aspirations around the multi-modal corridors where the need to

concentrate traffic movement on to the most appropriate corridors to allow residential areas between to function as safe spaces, is a key aspiration. In addition, meeting the City Centre and Beach Masterplan aspirations of giving more space to people in the core areas, directing cars to the most appropriate car park, yet still allowing the movement of active travel, public transport and service users cannot work without traffic management. A mixture of engineering, signage and information will be key.

To enable road safety and traffic management to take place, the importance of creating traffic orders, either temporary or permanent, to make sure that any interventions can be enforced is also key. This will be developed further in the enforcement section below (Topic 32)

POLICY 31: TRAFFIC MANAGEMENT AND ROAD SAFETY

To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.

ACTIONS

Continue to work with Partners to deliver the Road Safety Plan ambition of 50% reduction in people killed and 50% reduction in people seriously injured by 2030 and 60% reduction of under 16s killed and 60% reduction in under 16s seriously injured by 2030.

Continue to implement a combination of encouragement, enforcement, education and engineering measures to improve road safety and reduce casualty levels for all groups across the City.

Continue to implement road safety improvements including traffic calming schemes and 20mph zones in order to reduce speeds aimed at minimising casualties and ensure that such schemes improve safety and encourage more pedestrians and cyclists.

Investigate the implementation of Traffic-Free Zones and Low Traffic Neighbourhoods, to protect residential amenity, reduce noise and air pollution and the impact of traffic on communities.

Continue to undertake an annual collision scan to identify hotspots or routes giving concern and from that do more in-depth analysis of all categories of accidents and users, and then determine whether traffic management interventions are appropriate.

Continue to ensure that infrastructure improvements are taken forward which encourage all abilities of user of active and sustainable travel to feel safe in using it.

Continue to use the Council website, social media and literature to promote the importance of all transport network users being respectful to each other and ensuring that vulnerable road users are protected.

Topic 32 – Enforcement

As important as it is to make sure that the right infrastructure is in place to allow the efficient movement of people and goods around the city, it will only be effective if people are able to use it properly. Therefore, enforcement is important to ensure the proper management of the transport network and allow it to operate to its best abilities.

Although most of the enforcement of the public road network is undertaken by Police Scotland, such as speed, licensing, fitness to operate vehicles and safe usage of the public roads, some areas of enforcement fall to the Council while railways fall to the British Transport Police.

Enforcement associated with car and van use is one of the major areas. Vehicles parked in areas for longer than is permitted can undermine the ability of people to access areas, especially the facilities of the city centre. Parking in restricted areas, usually restricted for designated users or for safety purposes, can cause safety issues. Furthermore, it can cause disruption to users of the transport network, leading to greater journey times and environmental issues. Plus, given that most obstructions occur at the kerbside or on footways, it can adversely affect

walking and wheeling journeys, especially for those with mobility issues and undermine the attractiveness of cycling.

Car parking is currently decriminalised in Aberdeen so responsibility for its enforcement rests with the Council. Therefore creating traffic regulation orders is essential to allow any restrictions to be fully enforced and provide a disincentive, such as a fine or vehicle removal, for users to go against them. The Transport (Scotland) Act 2019 gives new powers to Councils around the enforcement of pavement parking. This will help to improve the situations outlined above.

One particular area of concern is parking by those dropping off and picking up children immediately outside schools, an issue which requires constant enforcement and driver education, such as through the School Travel Planning process. The problem has been deemed as a high priority by the Community Safety Partnership with Police Scotland and City Wardens patrolling schools to ensure that indiscriminate parking is addressed. There is also a role for traffic management through implementation of no car zones or safe school zones outside schools, footway widening, safe crossings and other self-

enforcing measures to improve safety around schools and encourage active travel.

Misuse of blue badges, which allow those with mobility issues to park in restricted areas, requires action and the Council will ensure the investigation service continues to reduce fraudulent usage.

Bus lane enforcement is also now the responsibility of the Council rather than Police Scotland. Several digital cameras have been installed on strategic routes across the city to tackle the growing problem of illegal use of the bus lanes. The main objectives are to improve traffic flow, journey times, encourage the use of public transport, and improve air quality in the city. However, given that cyclists are also able to use bus lanes, this will bring benefit to them too. Any surplus monies received from bus lane enforcement are allocated towards achieving LTS objectives and delivering LTS actions. It is also recognised that stopping in bus lanes in sensitive locations can significantly affect the flow of traffic. As such the Council will explore additional legislation to ensure greater enforcement of the urban clearway principle with strict 'no stopping' regimes except for buses at certain times of the day.

The use of technology is key in helping with enforcement too. Speed cameras and other forms of surveillance technology will continue through the North East Safety Camera Partnership (NESCAMP) to improve levels of safety at accident black spots and to ensure that traffic continues to flow. Furthermore the Council acknowledges the role that average speed cameras can play in reducing vehicle speeds and improving safety levels. The use of CCTV on public transport and coverage at public transport interchanges as well as in the city centre can also reduce the threat of violence and vandalism, and improve feelings of safety. In addition, by observing traffic flows and the

occurrence of incidents officers can take appropriate steps to mitigate any congestion such as altering traffic signal timings and alerting drivers through Variable Message Signs or other media. New CCTV cameras have recently been rolled out across the city. As well as monitoring the use of the transport network, these have the ability to undertake analytics, such as pedestrian and traffic counts to establish how well used the transport network is. A joint control room, used by the Council and Police Scotland, has also now been set up.

With the Aberdeen Low Emission Zone due to be enforceable by June 2024, it is important to make sure that this too is done effectively

and cameras, using Automatic Numberplate Recognition (ANPR) software will be used for this.

A growing problem is the conflict between those on bikes and pedestrians, especially around cycling in shared active travel spaces. In these situations, where both are permitted to use the space, the more vulnerable user should have priority but both users should be respectful to each other. The Grampian Cycle Partnership have produced guidance for cyclists which outlines how they should conduct themselves when using the transport network. People who find themselves in dangerous situations should always report these concerns to Police Scotland.

POLICY 32: ENFORCEMENT

To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.

ACTIONS

Bus lane enforcement cameras will continue to be managed to prosecute unauthorised drivers who enter bus lanes and pass through bus gates during operating hours. As per the Scottish Government legislation the Council will continue to invest any revenue into delivering LTS objectives and actions.

To ensure greater enforcement the Council will adhere to urban clearway principles in sensitive locations with a strict 'no stopping regime' except for buses at certain times of the day.

The Council will continue to address indiscriminate parking outside schools with Police Scotland and will work with Parent Teacher Associations to identify where traffic management solutions could improve safety around schools.

The Council will support the implementation of speed cameras where appropriate to improve levels of safety. The Council will also support the use of average speed cameras where appropriate.

The Council will work with Partners to ensure the continued maintenance of CCTV for safer and more secure journeys linked to ITS across the City to facilitate movement of traffic.

The Council will continue to ensure that enforcement enables active and sustainable travel. This will include powers, under the Transport (Scotland) Act 2019 to enforce instances of pavement parking.

The Council will continue to encourage members of the public to report badly and illegally parked and abandoned vehicles.

Topic 33 – School Travel and Young People

Around 27% of Aberdeen’s population is aged 24 and under. This makes up just over a quarter of the population of the city⁴³. Therefore the importance of ensuring that young people are catered for by the transport network and have a voice in shaping it is vital.

Evidence suggests that the way in which young people use the transport network is not just different to those older than them but is changing through time. Just 2.97 million people aged 16 to 25 in Great Britain hold a full drivers licence, down from 2012, when there were 3.42 million⁴⁴. Young people, aged 17-29, generally travel less now, with the total number of

trips per person falling by 26% between 1995-99 and 2010-14. Although cost has proven to be a large contributing factor, values and attitudes of young people are also cited while increased use of Information and Communication Technologies is too⁴⁵. All of this suggests that a shift to a less car dependent transport system, that encourages use of other modes, is likely to be supported by young people while increased use of online resources to engage with them is necessary. The Scottish Government currently offers free bus travel to those aged 5-21, making public transport even more attractive to young people.

In Aberdeen, around 10% of Aberdeen’s population are school pupils. In terms of their travel to school, the annual Hands Up Survey is undertaken in September by Sustrans. Figure 46 below is from the 2021 survey. This shows that Aberdeen schools have, on average, higher walking, cycling and “Park and Stride” rates than the Scottish average and a lower rate of pupils being driven than the Scottish average too. Of the four largest Scottish cities, Aberdeen compares favourably with only Edinburgh posting higher walking, cycling and lower driven rates. This suggests that there is still scope for Aberdeen to improve further.

Figure 46 – Hands Up Scotland results in 2021 for the 4 main cities

SCHOOL TYPE	YEAR	WALK	CYCLE	SCOOTER / SKATE	PARK & STRIDE	DRIVEN	BUS	TAXI	OTHER
All Schools (excl. nursery) Scotland average	2021	43.60%	4.00%	2.70%	9.90%	23.20%	14.50%	1.50%	0.60%
Aberdeen City	2021	50.50%	4.50%	2.30%	10.30%	19.10%	12.20%	0.60%	0.50%
Dundee City	2021	43.50%	2.50%	2.40%	10.90%	30.90%	7.20%	1.10%	1.50%
Edinburgh City	2021	55.60%	5.40%	6.50%	9.00%	15.50%	6.60%	0.70%	0.60%
Glasgow City	2021	47.90%	3.40%	2.30%	7.60%	28.20%	7.80%	1.50%	1.30%

⁴³[Aberdeen City Council Area Profile \(nrscotland.gov.uk\)](https://www.nrscotland.gov.uk/publications/aberddeen-city-council-area-profile)

⁴⁴www.rac.co.uk/drive/news/motoring-news/number-of-young-drivers-plunges-to-record-low/

⁴⁵https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673177/young-peoples-travel-whats-changed-exec-summary.pdf



Danestone Primary School, Fairview Brae, Aberdeen

In order to greater reduce the reliance on car travel for school children, the Council is already putting in place a number of schemes. In 2022, the Council's School Travel Planning Guidance was updated and this encourages schools and their pupils to consider how they can reduce their dependence on car travel and the benefits of doing so. Parking management has also been installed across the school estate.

Providing children with the opportunity to experience active and sustainable travel at a young age is key to adoption too. It not only normalises the behaviour early at a time when children are learning important lifeskills but it helps to keep them fit, healthy and assists with confidence and independence. Initiatives which enable active travel to be fun are important here too while having positive role models for children to aspire to are too.

In partnership with Sustrans, Aberdeen City Council now

has two I Bike officers in the city. One works with pupils and teachers in school clusters to encourage young people to walk and cycle more and equip them with the skills to feel confident in doing so. This has been particularly beneficial in encouraging girls, traditionally a group who engaged less with cycling, to become more involved. This is built on by the work of the I Bike Communities officer who will work with community groups, parents and guardians in the same clusters to give them the skills. This will not only support their children but allows adults to feel confident travelling actively too. I Bike schools have active travel rates which are 9% higher than the Scotland national average while car usage in I Bike schools is 4.7% lower than the national average.

However, encouraging people travelling to and from school to feel safer will be key to this.

The Council is continuing to roll out 20mph zones to slow

the traffic and help active travel users feel safer but parking by those dropping off and picking up children immediately outside schools still remains an issue. Schools have a role to play in reducing this by promoting the dangers of doing so and working with parents to reduce this. The Council more widely is tackling this with Police Scotland and City Wardens patrolling schools to ensure that indiscriminate parking is addressed. Creation of "No car zones" or "Safe school zones" outside schools are other ways in which this could be addressed and the Council will continue to investigate these further.

Road safety education and further cycle training, including Bikeability, are currently being rolled out at schools and the Council will continue to facilitate this as well as continuing to explore opportunities to increase the provision of cycle and scooter parking across the school estate.

POLICY 33: SCHOOL TRAVEL AND YOUNG PEOPLE

To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport. They should be equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and their parents and guardians able to support them.

ACTIONS

Publish and promote the Council's School Travel Planning Guidance.

Encourage and support the development of School Travel Plans including identification of safer routes to schools as well as pick up and drop off points for all new and existing schools.

Continue to encourage travel planning initiatives such as walking buses and park and stride schemes in schools.

Promote Best Practice examples of school travel initiatives and encourage knowledge transfer between schools.

Consider traffic management solutions such as footway widening, improved crossing, School Travel Zones, Safe School Zones and car-free zones outside schools.

Continue to work with schools on targeted promotional campaigns to encourage more pupils to travel by active modes of transport.

Continue to facilitate active travel journeys through physical changes, such as improving safe routes to school for those travelling on foot, by bike or by scooter and improving cycle and scooter parking facilities at schools where required.

Continue to take advantage of external funding opportunities for school travel projects when they arise, especially ones which promote and encourage active travel.

Maintain mandatory or part-time 20mph speed limits outside all schools and ensure these are in place outside any new schools that are built.

Encourage all primary schools to deliver Bikeability Scotland training so that all our young people have the skills and knowledge required to cycle safely on today's roads.

Continue to provide statutorily required transport services to schools and to support and promote the national youth concessionary travel scheme for those under 22 years old along with any local ticketing arrangements.

Continue to support National initiatives, such as the Hands Up Survey, which provide annual monitoring data for travel to school.

Continue to investigate ways to give children access to bikes.

Continue to ensure that active and sustainable travel is made fun for children and that positive role models form part of this.

Topic 34 – New Technologies and Initiatives

Technology improvements have resulted in huge changes to the way in which people have used the transport network. The growth of app-based packages to give people access to mapping, travel information and booking systems has helped make the transport network more user friendly. Technologies such as contactless payment and app payment have made using bike hire schemes, public transport, car clubs and low carbon refuelling options more user friendly too. In terms of hard enhancement, the continued enhancement of eBikes, battery and hydrogen powered vehicles have also seen huge changes. As of 2021, 88% of all adults in the UK had a smartphone, giving them access to a huge range of information and opportunities online.

In March 2022, Transport Behaviour and Attitude Surveys for North East Scotland revealed that 81% of respondents expect that virtual meetings will replace some, or all face to face meetings while

E-commerce sales accounted for 27.1% of the total retail sales in the UK in January 2022⁴⁶. Packages such as Microsoft Teams and Zoom have helped to make virtual meetings far easier. However, while it is important to ensure that the internet is not the only way to access goods and services, continuing to improve online access to goods and services as well as improving digital skills will be important too. The Council will continue to work with partners to explore further ways to enhance digital infrastructure.

To help people to gain access to online services and reduce the risk of people feeling socially isolated, the concept of Smart Working Hubs in community areas can help. These allow people to go to centrally accessible locations and work, as an alternative to working from home or commuting a larger distance to an office. These are being explored by the Council.

The concept of Mobility as a Service (MAAS) has great potential to simplify the

transport network. MAAS systems allow customers to book and pay, usually monthly, for all their travel in the one place with one interoperable ticket and account working across lots of different modes of transport. MAAS has huge potential to make end to end journeys far more simple and user friendly and help people to be less reliant on a private car. The Council sees huge potential for MAAS and welcomes the opportunity to work with partners to bring MAAS to Aberdeen. In terms of vehicles, there has been a growth in the offering of eScooters on the market in recent years. At present, although people can legally buy these in Scotland, they are only able to be ridden on private land with the permission of the landowner. They cannot be ridden on a UK public road, cycle lane or pavement currently unless special permission is granted, usually as part of a trial. In the UK, trials were undertaken in 31 regions of England in 2021, finishing in November 2022. Likewise, driverless cars are

⁴⁶<https://cybercrew.uk/blog/uk-online-shopping-statistics/#:~:text=E%2Dcommerce%20sales%20accounted%20for,billion%20British%20pounds%20in%20sales>

only permitted to be tested on public roads, as long as they have a human operator ready to take control of the car if necessary. In both cases, the Council will consider any further results from the trials and guidance from Transport Scotland in informing any future decisions.

Another concept is the development of mobility hubs where people are able to access a range of different transport modes, sometimes alongside transport information and other complementary facilities, in the one location. Aberdeen City Council, with

Nestrans, will explore this concept further.

The range of sources of useful data for transport continues to grow too, often thanks to mobile phone technology. Using this, and apps such as Strava, provides useful data on routes people use to get around the City and these can supplement other monitoring sources to help with the planning and monitoring of transport facilities.

When installing new infrastructure as well it is important to think of ways to future proof it. For example,

when excavating there are often opportunities to install additional ducting so that cables to enable future infrastructure can be easily added at a later date.

During the lifespan of this LTS it is likely that even more opportunities to use and promote technology will arise. The Council will continue to work with partners to further understand how they could be used for the benefit of the city.

POLICY 34: NEW TECHNOLOGIES AND INITIATIVES

Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.

ACTIONS

Continue to support the rollout of high speed broadband to enable people to work more flexibly.

Continue to ensure that, where possible, when new infrastructure is built, supporting infrastructure for future proofing (such as ducting) is built in.

Continue to explore opportunities to work with partners to further develop the Smart Travel App concept and its evolution into a Mobility as a Service platform.

Continue to investigate opportunities to work with partners to trial new technologies to further develop the transport network and its capabilities.

Continue to use technology to better monitor and understand the usage of the transport network and to engage with its users.

Continue to work with partners and monitor changes in legislation which may facilitate new technologies which could impact upon the transport network.

Investigate the feasibility of developing mobility/ transport hubs within Aberdeen City.

Topic 35 – Intelligent Transport Systems (ITS)



Intelligent Transport Systems (ITS) are a range of tools used for managing the road network. They enable road users to make better informed decisions regarding journey planning and generally enhancing the service provided to road users. ITS encompasses a range of technologies and in Aberdeen includes: an Urban Traffic Control (UTC) system to monitor congestion and traffic flows; real time passenger information for when buses are arriving at certain locations; variable message signing to inform drivers of congestion ahead or availability of parking spaces; intelligent puffin and toucan crossings that automatically vary crossing times to suit the individual; and, CCTV at strategic interchanges and bus lane enforcement cameras. The benefits of using ITS effectively include:

- Reducing congestion by the monitoring and prediction of traffic conditions, the coordination of traffic signals, the provision of bus priority measures and providing effectively for pedestrians and vulnerable road users;

- Encouraging the use of public transport by improving service reliability and service information to users;
- Reducing the effects of pollution from vehicles by better traffic management;
- Improving road safety by providing facilities for all including vulnerable road users and pedestrians;
- Assisting drivers in selecting the most appropriate route to their destination by providing them with information regarding the conditions on the roads and information to change that route should a major incident occur; and
- Aiding the enforcement of traffic restrictions through the use of enforcement cameras and CCTV.

The Council has continued to roll out Variable Messaging Signs (VMS) across the city, partly to complement the opening of the AWPR but also to plug any strategic gaps in provision. Automatic Number Plate Recognition (ANPR) software has been deployed on Wellington Rd and around

the AWPR with expansion planned this year to cover other arterial routes. This uses new analytics software that will allow the Council to collect more reliable journey plan data. New CCTV cameras have also been installed across the transport network which also contain analytics software, enabling counts to be done of users of the transport network. Both of these innovations will assist with the planning and management of the transport network.

Building on this, ITS has also been able to better serve users of the transport network by smart transport apps which offer journey planning advice including times and costs. In terms of online resources, the Council also makes use of its own website and social media to update users of the transport network of any issues.

When installing new infrastructure as well there are often opportunities to build in provision for future ITS. This includes installing additional ducting so that cables to enable future infrastructure can be easily added at a later date.

POLICY 35: INTELLIGENT TRANSPORT SYSTEMS

To expand the use of ITS in Aberdeen in order to improve the efficiency and understanding of the transport network in the City.

ACTIONS

The Council will use Intelligent Transport System (ITS) technology to improve network efficiency and manage traffic flow through transport corridors.

The Council will further develop ITS to give priority to particular types of vehicles or road user, where appropriate.

The Council will use ITS to provide reliable travel information to road users, so that they can make informed decisions before and during their journey.

The Council will explore opportunities to update the travelling public on environmental conditions within the city centre.

The Council will further develop a Journey Time Monitoring System.

The Council will continue to develop back office systems that mean all ITS systems will be connected through a common database.

The Council will look to extend ITS functionality into other platforms such as Smart Travel Apps.

Topic 36 – Road, Carriageway and Footway maintenance

Road, carriageway and footway maintenance are an essential part of the transport network, both to ensure that it remains fit for purpose but also to give users confidence in the fact that the transport network is safe.

There are approximately 500 miles of roads in the Aberdeen City Council area, with a further 1,200 miles of footways, many of which are suffering from historic levels of underinvestment. In 2017 the Council allocated an extra £10M over 5 years to help to meet this. Works are still continuing in 2023. The Council will continue to make monies from its own budgets available for maintenance of the transport network, to bid for funding from Nestrans and to lobby the Scottish Government for further funding.

When building new infrastructure, it is important to think of the future maintenance burden that this might have and try to minimise this as part of



the design and the materials used, even if it leads to a higher upfront cost. In situations where external funding is granted to fund new infrastructure, the Council will continue to push for maintenance monies from the funders in order to ensure that projects can be properly maintained. Likewise, when adopting infrastructure from other parties, the Council

will ensure that it is handed over in a state fit for purpose. Where this cannot be achieved, provision should be made as part of the agreement to bring it up to standard.

It is not just the physical carriageways and footways themselves that have to be considered but also the supporting infrastructure. This includes traffic lights, cycle

parking infrastructure, the data counters and the electric vehicle charge points. In these cases, the Council organises maintenance contracts and, where possible, tries to purchase these with a warranty and maintenance agreement as part of the initial purchase to minimise future risk and budgetary pressures.

Well maintained transport infrastructure has the ability to reduce emissions as well. It gives people more confidence in using low emission forms of transport such as active travel and is likely to cause less resistance to vehicle tyres through smoother surfaces, meaning less fuel is required. Furthermore, it is likely to

reduce vehicles having to slow down and speed up constantly to deal with obstructions, which can consume less fuel.

The co-ordination of roadworks is important to ensure that the transport network can still operate efficiently and the Council has a designated team to deal with this. While, this can not always be achieved, as unforeseen circumstances will always arise, this goes some way to mitigating the impact. Communicating about closure and disruption caused by maintenance is also very important, both to give users of the transport network advanced notice and also to inform them of the alternatives. Therefore, working closely

with the Council's External Communications team is essential to ensure that this is done successfully.

It is also very important that users are able to contact the Council about any concerns that they have around maintenance and any issues that they might come across. Therefore, through its website, the Council will continue to offer a facility that allows people to do this.

Where maintenance on the roads is being undertaken, provision should be made to ensure that active travel users are catered for with safe facilities and minimal diversion.

POLICY 36: ROAD, CARRIAGEWAY AND FOOTWAY MAINTENANCE

To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance.

ACTIONS

Seek increased investment in roads maintenance and lobby the Scottish Government for funding to support the Council's efforts to address the historic backlog in Aberdeen.

Seek to increase investment in the maintenance of footways and cycleways across the City.

Continue to undertake maintenance works in accordance with appropriate legalisation and guidance.

Prevent roads maintenance schemes occurring simultaneously when these are likely, in combination, to have a significant detrimental effect upon the travelling public.

Seek to ensure that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes and continue to lobby funders for this.

Ensure that the designs, construction and materials used for new and improved schemes minimise the need for future maintenance.

Continue to update the Roads Asset Management Plan (RAMP).

Prioritise and undertake repairs to reported road defects.

Work to encourage other Roads Authorities to maintain a high standard of road and footway maintenance for the travelling public.

Ensure that clear communications, both in advance and during works, are carried out to users of the transport network.



Gritting on Don Street, Aberdeen

Topic 37 – Winter Maintenance

Ensuring the transport network is able to deal with winter weather and that people are kept informed is key in enabling safe operation of the network and giving users confidence in it.

Aberdeen City Council has winter maintenance arrangements in place to address its statutory obligations. This includes taking steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over those public roads for which it has responsibility as local Roads Authority. By definition those public roads include carriageways, footpaths,

cycle paths and pedestrian precincts. The Council spends around £1.73 million every year on winter maintenance. As of 2022, the following make up part of the package;

- Around 90 roads maintenance staff, plus an extra 90 grounds staff who do most of the pavement gritting, especially near sheltered housing, schools and hospitals.
- Seven dedicated road gritters with snow plough attachments.
- 14 demountable road gritters with snow plough attachments.
- Four large gritters.
- 21 pavement gritters with

snow plough attachments.

- A de-icer applicator vehicle – de-icing fluid is only used if temperatures drop low enough to stop salt working.
- Around 12,000 tonnes of salt in stock. Grit and sand are not used unless the temperatures are too low for salt to work. Grit and sand also block gutters which can cause additional problems.

The Council publishes a winter maintenance plan, both pre and post winter, and carries out winter maintenance operations using a priority system which is detailed in the Roads Winter Service Plan. This is outlined below in Figure 47:

Figure 47 – Aberdeen Winter Maintenance priorities

ROUTE	DESCRIPTION
<p>Priority 1 routes</p>	<p>Primary routes cover almost half of Aberdeen’s road network and include:</p> <ul style="list-style-type: none"> • Main roads which serve the larger communities and permit the majority of road users to travel across the city. • Major bus routes. • Roads around Aberdeen Royal Infirmary (roads within the hospital complex are the responsibility of NHS Grampian). • Roads near fire stations. • These roads are gritted early in the morning between 4:45am and 7am to make sure the main roads are gritted before rush hour.
<p>Priority 2 routes</p>	<ul style="list-style-type: none"> • Roads that carry medium traffic flows or give access to non-urgent community or public facilities. • Roads connecting smaller communities to the primary network. • Link and service roads in the larger urban settlements. • Service routes not covered by the primary network (on bus routes, gritting will not necessarily be completed before buses start their journey). • Secondary routes on higher ground are usually a priority. • These include roads near sheltered housing and social work properties, cemeteries and crematoria, shopping centres, and access to facilities in parks and gardens. • These routes are gritted after the primary routes.
ROUTE	DESCRIPTION
<p>Other routes</p>	<ul style="list-style-type: none"> • Minor roads where road users can make their way to the nearest higher priority route. • Local access roads. • Cul-de-sacs. • Residential roads in urban settlements. • These routes are gritted after the primary and secondary routes.
<p>Priority 1 pavements</p>	<ul style="list-style-type: none"> • These are mainly in the city centre and highly used by pedestrians. • These are gritted early in the morning from 5:15am to make sure they are salted before rush hour.
<p>Priority 2 pavements</p>	<ul style="list-style-type: none"> • The rest of the city is split into 24, treated on an area by area basis. • Priority is given to pavements near Aberdeen Royal Infirmary, near schools where possible, sheltered housing and social work properties, the crematorium, shopping centres, and access to facilities in parks and gardens. • These are treated from 7.45am usually on an area basis.
<p>Cycle Paths</p>	<ul style="list-style-type: none"> • Gritted from 7.45am on an area basis. They are; • The Westhill path (from city boundary to Hazlehead roundabout); • The Shell path cycle paths along Stoneywood Road (section of National Cycle Network); • Cove Road to Duthie Park where cycleway is part of a shared footpath; • Wellheads Drive cycle path where cycleway is part of a shared footpath; • Cycle paths along Wellington Road where cycleway is part of a shared footpath.

As the Winter Maintenance Team cannot be everywhere at the same time, there are also over 900 grit bins and 20 large community grit bins in the city to enable members of the public to grit communal areas too. Communities can also apply for a free one-tonne community salt bag. The application process and salt bag deliveries are usually in October/November every year. For trunk roads, the Council liaises with Amey and Aberdeen Roads Ltd for a co-ordinated approach.

Communication to users of the transport network is very important, both to give users confidence that this is taking place and also to update on particular hazards on the network. Social media has made this so much easier and, along with VMS signs and the Council’s website, has enabled winter maintenance communications to be spread very quickly to a large audience. As of 2021, 88% of all adults in the UK had a smartphone which could enable them to receive such messages.

Throughout the lifespan of this LTS the Council will continue to ensure that it plans for, undertakes and communicates its winter maintenance responsibilities. Plans will be adapted to incorporate any learnings from previous years and to respond to any new and beneficial technologies and ways of working. It will also continue to ensure that winter maintenance is adequately funded and will seek the use of external funding and lobby funders accordingly to achieve this.

POLICY 37: WINTER MAINTENANCE

To ensure the safe movement of users of Aberdeen’s transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.

ACTIONS

Continue to undertake winter maintenance operations and examine opportunities to achieve Best Value through partnership working.

Lobby for further investment in winter maintenance relative to the needs of the North East climate.

To continue to review and publish a Winter Maintenance Service Plan on an annual basis.

Provide a standard of service on the Council’s public roads which will permit safe passage of vehicles, cyclists and pedestrians on main routes appropriate to the prevailing weather conditions.

Establish a pattern of working which will minimise delays and diversions due to winter weather as far as is reasonably practical.

Respond to cases of serious hardship during extended periods of severe weather.

Ensure that winter maintenance information is communicated to users of the transport network through a range of means and in a timely fashion.



Diamond Bridge, Aberdeen

Aberdeen City Council is responsible for the maintenance of over 840 bridges and other highway structures throughout the city. Bridges are a crucial element within the city's transport system, while also forming an important part of Aberdeen's built heritage.

In terms of maintenance, there is a backlog of bridge strengthening and repair works required throughout the city. Throughout the life of this LTS, the Council will ensure that these works continue to be progressed, in order to minimise disruption and give users confidence in the transport network. Use of external funding will be sought

and funders lobbied to enable these.

The Scottish Government's Sustainable Investment Hierarchy encourages best use to be made of existing capacity within the transport network rather than building new. However, there may be instances where a new bridge or structure is required in order to either replace an existing one, which has come to the end of its life or to enable more efficient movement in the transport network and remove pinch points or address safety concerns. It may not always be possible to modify an existing structure to incorporate active travel provision either.

In circumstances where a new structure is needed, it should ensure that maximum benefit is provided to sustainable transport, such as active travel and public transport, through its design and construction. Furthermore, the use of external funding sources to support it should be explored, in order to reduce burden on the Council. New structures should be constructed in such a way as to minimise any future maintenance implications. The design of any new structure should also be sympathetic to its surroundings with thought also given to the colour, material and lighting of it, as well as its appearance and situation.

POLICY 38: STRUCTURES

To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications.

ACTIONS

Work to increase investment in structural maintenance and repairs across the city to continue to address backlogs.

Continue to inspect, assess and maintain all structures in accordance with the Code of Practice for Bridge Management.

Where new bridges are required, strive to develop structures that complement the surrounding environment and improve access for the greatest number of users.

Ensure that the designs, construction and materials used for new and improved schemes minimise the need for future maintenance.

Seek to ensure that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes and continue to lobby funders for this.

Topic 39 – Resilience



Although the transport network is designed to cope with most day to day issues, sometimes something large like a flood, a global health pandemic or a very large accident will occur. While the transport network cannot possibly cater for every eventuality, there are steps which can be taken to mitigate the impact and the disruption. Aberdeen Adapts (2022), the City's Climate Adaption Framework, notes that Aberdeen's northerly location means there is a strong

reliance on transport for goods, travel and business. The performance of transport networks in and around the city will be challenged by increased temperatures, heavy rainfall, landslip and as a result of climate change. Collaborative working on transport takes place at regional and local level. In the case of flooding, Aberdeen Adapts states that climate change is likely to alter rainfall patterns, noting that more intense downpours will bring rising rivers, place

drainage systems under pressure and increase flood risk. Without interventions, the estimated average annual damages from flooding alone in Aberdeen could approximately £12.5 million. It recommends increased use of apps, gauges and sensors for early alert systems on severe weather and flooding helping to protect vital infrastructure. It also advocates the use of Blue Green infrastructure. This includes deculverting, sustainable urban drainage systems, wetlands,

flood alleviation areas, porous and permeable surfaces which can absorb rainfall and reduce flood risk through space for water to ebb and flow. The first North East Local Flood Risk Management Plan (NELFRMP), was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water and was approved in 2016. Climate change will put greater pressure on the transport network, both in terms of the way it is used and on its physical construction. This should be factored into the construction and maintenance of the transport network while the location of any improvements to the transport network should also take account of flooding risks.

Also, where there are opportunities to build safe active travel provision into new flood defence schemes, to further improve accessibility or to incorporate ways to better catch and distribute rainwater into transport schemes, these should be done. Scotland now has a direct flood warning service which is provided by the Scottish Environment Protection Agency (SEPA). It allows the user to sign up to receive free SEPA flood warning messages direct to a landline or mobile phone, notifying the user when a flood warning message has been issued in the local area. Should members of the public be aware of rubbish dumped in rivers and burns or any evidence of blockages, choked up culverts and other eventualities which could increase the risk of flooding, this should be reported to the Council so it can be dealt with.

During the COVID-19 pandemic, the need to physically distance and to ensure people were still able to exercise, meant that walking, wheeling and cycling proved to be particularly resilient forms of transport. By contrast, others, such as public transport, were badly affected. This suggests that enabling active travel can help to make for a more resilient transport system while ways to make public transport more resilient should be sought.

Although it can never be completely prevented, the need to try and avoid disruption through roadworks co-ordination is an important function which the Council performs. A large proportion of roadworks in the city are carried out by utility companies and coordination of these works in tandem with the Council's improvements are important to ensure that the road system operates as smoothly and effectively as possible. The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, places responsibilities on those undertaking roadworks. The Council's Roadworks Co-ordination unit are responsible for overseeing this. Companies are required to put in applications in advance of works taking place to ensure that these are properly planned and, where possible, can avoid other major works, scheduled events and busy periods such as Christmas. Although there is not a requirement in the Acts above to provide special provision for active travel users in roadworks, there is a duty to keep them safe. However, in Aberdeen, any such works

will accommodate active travel users where possible. Any delays or extensions to work will also be conveyed in a timely manner, particularly to bus companies who have to plan services well in advance.

The Council has a key role in ensuring that this information is conveyed to the public and has several approaches in this regard. These are;

- Putting in place appropriate diversions for all travellers on the local road network.
- Using Variable Message Signs (VMS) on strategic routes to inform the travelling public of any difficulties.
- Publishing details on the Council's website, Smart Journey information site and social media platforms.
- Sharing details with the Scottish Roadworks Commissioner so that these can be uploaded to their website.
- Ensuring details are on the Tell Me Scotland website.

If there are emergencies on network, the Council's Communication Team gets involved and information goes out via social media. Where any works or restrictions on trunk roads are likely to affect local roads and vice versa, the Council will liaise with those organisations responsible for them. To avoid safety issues and future maintenance issues, it is paramount that any reinstatement, following works, is done to a high standard. Therefore, inspections are carried out by the Local Authority where they impact upon the adopted road network.

POLICY 39: RESILIENCE

To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions.

ACTIONS

Continue to assess flood defences throughout the city.

Continue to assess areas at risk from flooding.

Implement a range of hard and soft engineering measures to deal with flood risk management and mitigation and ensure that the designs, construction and materials used for new and improved schemes maximise the resilience of schemes against flooding.

Continue the maintenance programme to clear blocked drains and inspection of water courses.

Learn from the COVID-19 global pandemic and, with partners, identify improvements to the transport system which allow it to be more resilient and work to achieve funding for them.

Ensure that resilience forms part of the justification for improving active travel infrastructure.

Ensure that travel information is available to people and organisations by a range of quick, easily updated, timely methods in order to reflect planned works and to respond to unforeseen circumstances.

Ensure that roads and pavements are repaired promptly and appropriately as part of utilities works, and with appropriate coordination to avoid repetitive roadworks on the same stretch of the network.

Ensure inspections are carried out by ACC and road defects associated with roadworks/ utility operations are identified and reported.

Ensure that temporary closures make provision for cyclists and pedestrians.

Topic 40 – Lighting

Lighting is a very important commodity for the transport network. Not only can lighting be used to lead people down certain routes or to draw them towards key features in the city but it can be a key component in influencing how and when people use the transport network. The Main Issues Consultation for the Local Transport Strategy identified that declining patronage of the city centre and the perceived feeling of safety for those walking and cycling were key concerns that people had in Aberdeen. In both cases, lighting can help in encouraging people, particularly lone women, to feel safer, especially at night. This gives them the confidence to walk, cycle and move around the city at all times of day and in all weathers.

It is therefore essential, not only that lighting is considered as part of new developments and transport improvements but also that existing lighting is well maintained.

However, consideration should also be given to how to provide lighting in the most beneficial way without detrimentally impacting on the surroundings. Light pollution not only affects the views of the night sky but can also be disruptive to wildlife and nature while the appearance of lighting equipment can impact upon the views and appearances of buildings and other features. The use of options like solar studs, built into paths and powered using solar panels can provide a useful solution in keeping paths safe and attractive to users without

detrimental impact to the surroundings.

The rise in energy costs and the requirement to achieve net zero carbon emissions by 2045 will also affect lighting of the transport network and the Council continues to find ways of reducing the cost and consumption of power by the lighting network. The switch to more efficient LED lighting continues to be rolled out across the city while the use of Intelligent Transport Systems is too. These control and manage the Council's lighting network. The Council will also investigate options which can vary the intensity of lighting throughout operating times will be undertaken throughout the lifespan of the LTS.

Developments in the system which manages the lighting



River Dee Path

network in the last few years can now report if lamp is on/ off and if it is damaged.

It is also very important that users are able to contact the Council about any concerns that they have around issues that they might come across with the lighting network.

Therefore, through its website,

the Council will continue to offer a facility that allows people to do this.

Lastly, the Council will continue to investigate ways to realise even more value from the lighting network, including incorporating monitoring equipment for the transport network. There are

also a growing number of opportunities coming to market to integrate electric vehicle charging with lighting networks. Given the government commitment to phase out the need for new petrol and diesel cars by 2030, this is something which the Council will continue to investigate too.

POLICY 40: LIGHTING

Ensure that Aberdeen’s lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances.

ACTIONS

Continue to increase levels of funding for the City’s lighting infrastructure.

In compliance with the Council’s Climate Change Plan, continue to replace lighting systems with modern energy efficient equipment and ensure new developments use this.

Consideration of lower lighting levels or reduced operating hours of lighting in low priority areas.

Continue to use alternatives to traditional lighting columns where appropriate, such as solar studs, to reduce environmental impact.

Continue to explore options to broaden the value of the city’s lighting network such as electric vehicle charging and monitoring equipment.

Continue to explore ways to reduce the make the lighting network less energy intensive.

How do the policies fit with the LTS Objectives?

The table below demonstrates how each of the policies meets the LTS Objectives

POLICY	TP01	TP02	TP03	TP04	TP05	TP06	TP07	TP08
Climate change mitigation and adaption	X							
Air Quality	X							
Noise Quality	X							
Reducing the need to travel - To work with partners to create opportunities which allow people to access facilities, workplaces and information without the need to travel	X				X	X	X	X
Walking and wheeling	X	X		X	X	X		X
Cycling	X	X	X	X	X	X		X
Bus	X			X	X	X	X	X
Aberdeen Rapid transit	X			X	X	X	X	X
Park and Ride	X			X	X	X		X
Strategic Rail network	X	X		X	X	X		X
Community and Demand responsive transport	X			X	X	X		X
Coaches			X	X	X			X
Taxis and private hire vehicles	X		X	X	X	X	X	X
Car Sharing	X			X	X	X		X
Car Clubs	X			X	X	X		X
Powered Two wheelers	X		X	X	X			X
Zero emission vehicles	X	X				X	X	
Parking	X			X	X	X		X
Demand Management	X							X
Road Improvements				X	X	X		
Trunk Road network	X		X	X		X		
AWPR	X	X	X	X	X	X		X

TRANSPORT PLANNING OBJECTIVES (TPOS)

TP01 – Climate and Environment	TP05 – Accessibility/ inclusivity/ user-friendly
TP02 – Health	TP06 – Resilience
TP03 – Safety	TP07 – Technology
TP04 – Economy	TP08 – Modal shift

POLICY	TP01	TP02	TP03	TP04	TP05	TP06	TP07	TP08
Shipping and Ferry Services				X	X	X		
Air services	X			X	X	X		
Freight	X			X		X		
Travel awareness and information	X	X	X	X	X	X	X	X
Land use planning	X	X	X	X	X	X		X
Travel Plans	X	X	X		X	X		X
City Centre	X	X	X	X	X	X		X
Biodiversity and green space	X	X			X	X		X
Traffic management and road safety	X	X	X	X	X	X		X
Enforcement	X		X	X		X		
School Travel and Young People	X	X	X		X	X		X
New technologies and Initiatives						X	X	
ITS						X	X	
Road, carriageway and footway maintenance			X	X	X	X		
Winter maintenance		X	X	X	X	X		
Structures			X	X		X		
Resilience	X	X	X	X	X	X	X	X
Contingency planning and Utilities			X	X	X	X		
Lighting	X		X		X	X	X	X

TRANSPORT PLANNING OBJECTIVES (TPOS)	
TP01 – Climate and Environment	TP05 – Accessibility/ inclusivity/ user-friendly
TP02 – Health	TP06 – Resilience
TP03 – Safety	TP07 – Technology
TP04 – Economy	TP08 – Modal shift

For details of how they also fit with the outcomes, please see Appendix C – Actions vs TPOs and Outcomes



Shiprow, Aberdeen

Section 6: The Monitoring Plan

In order to ensure that progress on the LTS is properly monitored, a monitoring plan has been devised. This looks at the objectives and

outcomes set for the LTS and identifies the sources that will be used to monitor them. The full details can

be found in Appendix D – Monitoring for LTS Objectives and Outcomes.

POLICY 41: MONITORING

Ensure that the objectives and outcomes of the Aberdeen LTS are monitored with suitable sources and indicators.



Section 7: Next Steps

Aberdeen South Harbour, Port of Aberdeen

The draft Aberdeen Local Transport Strategy (2023-2030), Appendices and Supporting Documents will be available for public and stakeholder consultation for 8 weeks in Autumn 2023.

Following this consultation and any subsequent feedback, work will then take place to turn the draft Local Transport Strategy (2023-2030) into a final version. A document outlining the consultation feedback and how it has been incorporated into the

final document will form an appendix to the final LTS. It is intended to report the final LTS to the relevant Council committee for adoption in Spring 2024. Following the approval of the LTS (2023-2030) by Council Committee, the next stage will be to create the accompanying LTS Delivery Plan. This will look at;

- The Actions that the LTS has set out to achieve.
- The timeline for achieving them.

- The relevant teams or resources which will be required to carry these out.
- The cost of doing so.
- What funding already exists.
- What has already been undertaken.

It is intended that this will be reported to the relevant Council committee in 2024.



Appendices



Aberdeen Harbour, Port of Aberdeen

Appendix A – The Main Issues Report

Appendix B – Option Appraisal Report

Appendix C – Policies vs Objectives and Outcomes

Appendix D – Monitoring for LTS Objectives and Outcomes

Appendix E – Draft Aberdeen Air Quality Action Plan

Other Supporting Documents

The LTS (2023-2030) will be accompanied by:

- A Strategic Environmental Assessment (SEA)
- A Habitats Regulation Assessment (HRA)
- An Integrated Impact Assessment (IIA)
- A Health Impact Assessment (HIA)
- An Economic Appraisal