WELCOME

We are engaging on plans for Aberdeen Rapid Transit (ART) which will improve and enhance public transport in Aberdeen.

Aberdeen Rapid Transit is a new mass urban transport service designed to provide high quality, fast, frequent and reliable public transport along two cross city routes and better connect with the wider City Region.



More detailed technical studies are underway and the outcome of these studies and ongoing consultation will help to shape what ART will look like and how it will operate.

PROJECT OBJECTIVES

Improve sustainable transport connectivity into and across Aberdeen, support sustainable economic growth, widen opportunities, and improve equality of opportunity.

Increase the use of public transport in Aberdeen to create a more attractive place and support the North East's Net Zero ambition.

HAVE YOUR SAY

Once you have had an opportunity to look at the information about the project, please go to the online survey to provide feedback.

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WIDER CONTEXT

The Aberdeen City Region is building on its strong foundations to be a thriving, innovation-driven place, one that celebrates its cultural identity, promotes wellbeing and works to reduce inequalities.







Brollies image courtesy of Steven Neish



The region is shifting away from oil and gas towards a more sustainable low carbon future-one that is fair, inclusive and benefits everyone. You can read more about this ambition in the Regional Economic Strategy and in Aberdeen City Council and Aberdeenshire Council's Local Outcome Improvement Plans.

What does this have to do with transport?

A cleaner, more connected transport system can support more active and sustainable ways of getting around, reducing carbon emissions and improving health and wellbeing.

Good public transport connections can support investment and growth, connecting people to jobs, education and opportunities.

Successful city regions depend on high quality public transport to move people equitably and efficiently, reducing congestion, air pollution and freeing up space for people, businesses and those who rely on vehicles for accessibility.



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PUBLIC TRANSPORT: CURRENT SITUATION

Regionally, buses are the backbone of public transport.

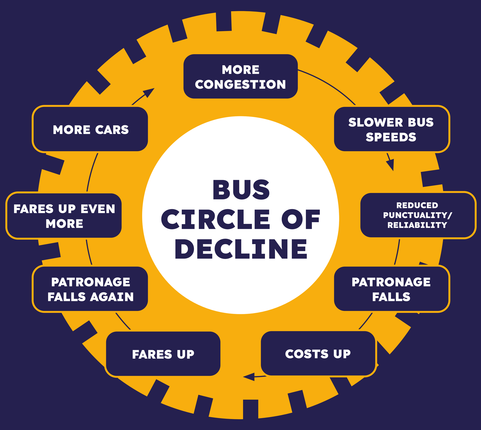
2023

24 million bus passengers

820,000 rail passengers

31% of Aberdeen and 13% of Aberdeenshire households do not have access to a car or van

Bus use decline over 20 years, only 12% of commuting trips in Aberdeen and 3% in Aberdeenshire are by bus.



Previous consultation and analysis has highlighted that to reverse this trend and achieve these goals, the region must:

- Increase service frequency and improve cross-city connectivity
- Reduce journey times and enhance punctuality
- Improve park-and-ride facilities and overall infrastructure quality
- Make fares more affordable and integrate services effectively
- Improve public perception of the bus network in the region

To support a thriving and successful city region and reverse decline in public transport use we need a step-change in the quality, reliability and convenience of public transport to offer attractive travel choices for the people of Aberdeen and Aberdeenshire

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THE ABERDEEN RAPID TRANSIT VISION

The vision is for a cross-city bus rapid transit network connecting key destinations and park-and-ride sites, offering fast, frequent, and reliable journeys with improved accessibility and quality.



The vision for Aberdeen Rapid Transit (ART) is set out in the Nestrans Regional Transport Strategy (RTS:2040), which identifies the need for better public transport to enable more people from all over the region to access our key employment, healthcare, education and leisure facilities.

Learning from Other Places

Across the UK and internationally, cities that have invested in high-quality Bus Rapid Transit systems have seen clear benefits.



Belfast Glider

- Tram style buses
- Dedicated lanes
- Off board ticketing
- 30% increase in passengers in year 1

Belfast Glider image courtesy of Translink



Cambridge

- Guided busway
- Congestion free journeys
- Supporting major growth areas
- Passenger numbers exceeding expectations



Nottingham

- Bus priority lanes
- Smart ticketing
- Integration with trams

When places deliver **fast, reliable, and well-branded public transport,** people respond. Bus Rapid Transit schemes attract more passengers, reduce car dependency, and support economic development. The key is to go beyond small improvements — real priority measures, modern vehicles, and seamless integration with other transport options are essential.

ART aims to deliver this kind of step-change: a high-quality, high-frequency service that connects people to jobs, education, and leisure — quickly, comfortably, and sustainably.

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THE PREFERRED WAY FORWARD FOR ART

Our preferred way forward for ART is focused on two cross-city ART lines that connect major destinations in Aberdeen and Aberdeenshire. ART services should operate at a turn-up-and-go frequency across a long operating day.

Key features of this preferred way forward should include:

Bus priority
to ensure fast, reliable journeys for both ART and buses serving Aberdeenshire and other parts of the City, by adjusting how road space is allocated and using dedicated lanes and traffic signal priority

Modern, zero-emission, tram-style vehicles
with multiple doors, level boarding, and flexible space for wheelchairs, buggies, and luggage.

High-quality mobility hubs
at key locations, improving connections to key regional destinations for people travelling from Aberdeenshire and beyond.

Off-bus ticketing
to speed up boarding and reduce delays.

Secure, high-quality ART stops
at strategic points, maintaining fast journey times with direct routes and fewer stops.

Real-time information and simple ticketing
on board and at stop information and simple ticketing to make ART easy to use.

Integration with wider transport networks
ensuring connectivity is maintained or improved for all communities, including those in Aberdeenshire that need access to key employment, healthcare and other regional facilities located in Aberdeen

The Strategic Business Case provides more detail on the proposed key features of ART and can be found at **aberdeenrapidtransit.org**

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ROUTES AND DESTINATIONS



The recommended ART network, as shown above, is proposed as **two high-quality, cross-city routes** to improve connectivity and reduce car dependency. Both routes would **interchange in the city centre** enabling seamless transfers.

The Regional Transport Strategy identified four corridors aligning with the region's strategic development locations, where housing, commercial development, and transport improvements should be focused to support regional growth and sustainability. To refine this vision, detailed analysis was carried out, which tested different route options within these corridors, focussed on connecting people to the places they want to go to.

Route Descriptions

Blackdog to Westhill

- Starts at a new mobility hub and park & ride at Blackdog
- Runs via A92, King Street, Market Street, Union Terrace, Skene Square, and A944 Lang Stracht, serving key destinations such as:
  - Aberdeen University
  - Frederick Street Health Village
  - Union Square (rail and bus stations)
  - Foresterhill Health Campus
  - Prime Four and Kingswells
  - Westhill
- Ends at a new mobility hub/park & ride in Westhill

Craibstone to Portlethen

- Starts at Craibstone park & ride, and links to A96 via the Airport and TECA.
- Runs via A96, Great Northern Road, Broad Street, Union Street, Holburn Street, Great Southern Road, West Tullos Road, Wellington Road, and terminates at a new park & ride/mobility hub in Portlethen.
- Serves key destinations including:
  - NESCol Aberdeen City Campus
  - Union Street (full length)
  - Kincorth and Wellington Road corridor

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HOW ART COULD LOOK



ART Stops

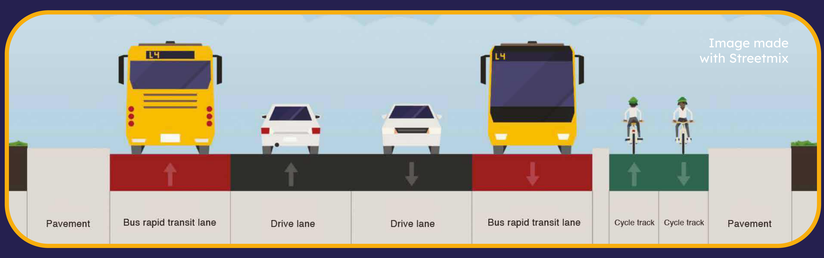
- Distinctive, fully accessible, high quality waiting, CCTV, real time information, seating and shelters
- Level boarding, for ease and speed
- Further apart than normal - located at strategic points to improve journey times by reducing the number of times ART services need to stop
- Connections to stops for walkers, wheelchair users and cyclists will be safe, smooth, well lit and well maintained with safe crossing points
- New developments on route to include high quality walking, wheelchair and cycling links to the nearest stop



Cycling

- High quality cycling facilities should be included in ART corridors, following national standards
- Public transport will be prioritised on ART routes and segregated cycling included where space allows
- Where space is limited, alternative safer and attractive cycle routes should be identified as part of a city wide approach to ensure continuous connected cycle tracks

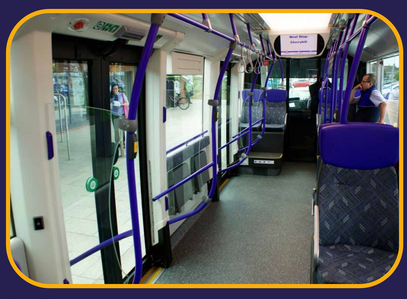
The cross section below shows how segregated cycling could be accommodated on parts of the route that are currently dual carriageway.



ART Vehicles

The preferred way forward for ART would include new multi-doored zero-emission “tram-style” vehicles providing improved comfort and passenger security, accessible level boarding and more flexible floorspace for wheelchairs, buggies, luggage etc.





Images courtesy of Translink

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WHAT NEXT?

Approval has recently been given by Aberdeen City Council, Aberdeenshire Council, Nestrans and Aberdeen City Region Deal to further develop the business plan and undertake the next stage of design work for ART.

There will be further opportunities to input into these designs as they are developed.

Summer 2025
Strategic Business Case Approved

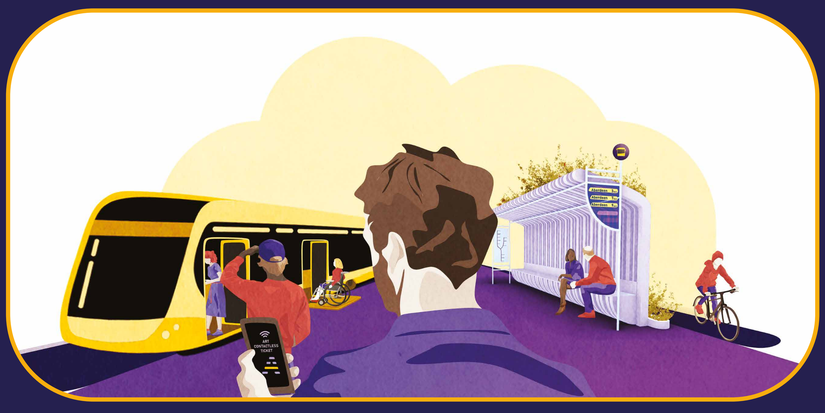
Autumn 2025
Public engagement on the preferred way forward

Autumn 2025 to Spring 2027
Development of Programme Level Outline Business Case

2027 Onwards
Phased development and implementation of infrastructure
(subject to outcomes of the OBC and funding availability)

The Outline business case that is being developed from now untill Spring 2027 is being funded by the Aberdeen City Region Deal and will involve the following activity:

- Developing infrastructure options and phasing
- Further exploring options for how and who would run ART
- Refining costs and identifying funding
- Early actions to support the vision
- Ongoing public/stakeholder engagement



Your views are important

Now that you have had the opportunity to view the information, please go to the online survey to provide feedback. You have until the 7th November 2025 to submit your comments.

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