Topic 4: Sustainable Transport

Engagement version March 2025

Requirements addressed in this section:

Information required by the Town and Country Planning (Scotland) Act 1997, as amended, regarding the issue addressed in this section

Town and Country Planning (Scotland) Act 1997, as amended

Section	Requirement
Section 15(5)(d)	the infrastructure of the district (including transport systems);
Section 15(5)(e)	how that infrastructure is used;

Town and Country Planning (Development Planning) (Scotland) Regulations 2023:

Section	Requirement
Regulation 9(2)(e)	Have regard to: • any regional transport strategy; and • any local transport strategy.

National Planning Framework 4

Sustainable Transport

LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.

LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing–in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking. Consideration should be given to the type, mix and use of development; local living and 20 minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities.

LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. 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 deliverable mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required.

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Links to Evidence

- Transport Scotland National Transport Strategy 2
- Transport Scotland Strategic Transport Projects Review
- Transport Scotland Reducing Car Use for a Healthier Fairer and Greener Scotland
- Transport Scotland Scotland's Road Safety Framework to 2030
- Transport Scotland Development and Delivery of Active Freeways
- Transport Scotland Strategic Transport Projects Review 2 Final Report Summary
- Transport Scotland A96 Corridor Review Draft Summary Report 2024
- Transport Scotland Scottish Transport Statistics 2023
- Transport Scotland Reported Pedestrian Casualties by Council Area and Severity
- Scottish Government Scottish Biodiversity Delivery Plan 2024-2030
- CO2 Emissions Tool
- National Atmospheric Emissions Map
- SUSTRANS Hands Up Scotland Survey
- SUSTRANS Aberdeen Walking and Cycling Index
- Walking and Cycling Index Data Tool
- The National Cycle Network
- Office of Rail and Road Estimates of Station usage
- DEFRA Air Quality Action Plans
- Scotland's Environment Air Quality Management Areas
- Scottish Government Planning Guidance – Local living and 20 minute neighbourhoods
- Scottish Government Cleaner Air for Scotland 2
- Climate Change (Scotland) Act 2019
- Transport Scotland Active Travel Framework (2020)
- Transport Scotland Transport and Travel in Scotland 2021 Household Survey
- Scottish Rights of Way and Access Society
- Scottish Ramblers Path Network
- Aberdeen City Voice Travel and Transport Edition
- First Bus Aberdeen Bus Route Maps
- Stagecoach Bus Route Maps
- Young Persons' Free Bus Travel Scheme
- Aberdeen International Airport Destinations Map
- NESTRANS Regional Active Travel Network
- NESTRANS Active Travel Action Plan

- NESTRANS North East Specialised Goods Vehicle Counts 2024
- NESTRANS Regional Transport Strategy for the North East of Scotland 2021
- NESTRANS Comprehensive Travel Study 2023
- NESTRANS Regional Transport Strategy Evaluation Report 2024
- NESTRANS North East Bus Alliance
- NESTRANS Transport Evidence Review Final Report
- NESTRANS Reducing Car-km & Carbon Emissions Executive Summary
- NESTRANS Aberdeen to Laurencekirk Multi Modal Corridor Study
- NESTRANS North East of Scotland Transport Partnership Meeting of the Board Public Document Pack
- Aberdeen City and Aberdeenshire Bus Passenger Satisfaction Survey 2023
- Aberdeen City Local Transport Strategy 2016-2021
- Aberdeen City Draft Local Transport Strategy 2023-2030
- Aberdeen City Committee Report CR7E/24/258
- Aberdeen City Electric Vehicle Framework 2020-2030
- Aberdeen City Active Travel Action Plan 2021-2026
- Aberdeen City Sustainable Urban Mobility Plan 2019
- Aberdeen City Core Paths Plan 2009
- Aberdeen City Mobility Strategy Net Zero Aberdeen
- Aberdeen City Transport Corridor Studies Overview
- Aberdeen City Community Planning Aberdeen Engagement Report
- Aberdeen City Find a Car Park
- Aberdeen City Committee Report Aberdeen Rapid Transit Recommended Network Routing
- Aberdeen City Committee Report Active Travel to School
- Aberdeen City Cycle Maps

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Summary of Evidence

Policy context

Purpose and Scope of Evidence Report Chapter

The relationship between transport and land use planning has important implications for the people. It is a key aspect in influencing travel behaviours which determine carbon emissions generated by movement of people and freight. The city currently has a high level of private car ownership and the Scottish Government have set an ambitious targets to reduce car kilometres by 20% by 2030. Decisions upon transport influence whether places are designed and used to accommodate people in place first and foremost. How transport is organised has a strong effect upon the health outcomes of the people of Aberdeen and the resilience of local economies around the city.

This will be discussed in further detail below. This section is structured in the following order:

- Spatial Context
- Aberdeen Transport Statistics
- National Transport Strategy and documents
- Regional and Local Transport Strategies
- Active Travel
- Public Transportation
- Private Car Usage
- Port and Airport
- SEPA Evidence Sources
- Place Standard Assessment

A Cumulative Transport Appraisal process is currently being led by NESTRANS on behalf of Aberdeenshire Council and Aberdeen City Council to address cross boundary issues. Transport Scotland are part of the working group, and have fed into the development of the brief. Procurement of a consultant will commence in Spring 2025.

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Spatial Context



Figure 1: Map Showing Road Network of Aberdeen.

Aberdeen can be accessed by rail, road, sea and air. The city centre is situated adjacent to the west of the North Harbour and the mouth of the River Dee. The main routes into the city centre are the A956 (Ellon Road/King Street) from the north, the A956 dual carriageway (Wellington Road) from the south, the A96 (Auchmill Road/Great Northern Road/Powis Place) which comes from the north west linking to Inverness, the A944 (Lang Stracht/Westburn Road/Hutcheon Street) from the west, and the A93 (North Deeside Road/Great Western Road) from the south east linking to the Deeside settlements of Aberdeenshire.

The A92 (Anderson Drive) is a dual carriageway which acts as a radial route through the city joining the crossing at the south of the River Dee (Bridge of Dee) and the crossing at the north over the River Don (Persley Bridge). This has been superseded as a city bypass by the A90 Aberdeen Western Peripheral Route several km to the west of the A92. It is approximately 35km in length and joins Stonehaven in the south to Blackdog in the north.

There are two railway stations in Aberdeen City, Aberdeen station in the city centre and Dyce station to the north west of the city adjacent to the Internation Airport. The city is connected to Dundee and Inverness by rail. The bus station is adjacent to Aberdeen train station.

There are three park and ride facilities in Aberdeen, at Craibstone to the north west, Bridge of Don to the north and Kingswells to the west. Further afield in Aberdeenshire, there are park and ride facilities at Ellon to the north and Newtonhill to the south. The car parks shown in the map are at the locations found in the Council's 'Find a Car Park' webpage. These are free or pay and display car parks which are generally larger in size – there are many other car parks throughout the city of smaller or slightly smaller size.

Aberdeen Harbour is serviced with a regular ferry service to Orkney and Shetland. Aberdeen Internation Airport hosts flights to over 100 destinations.

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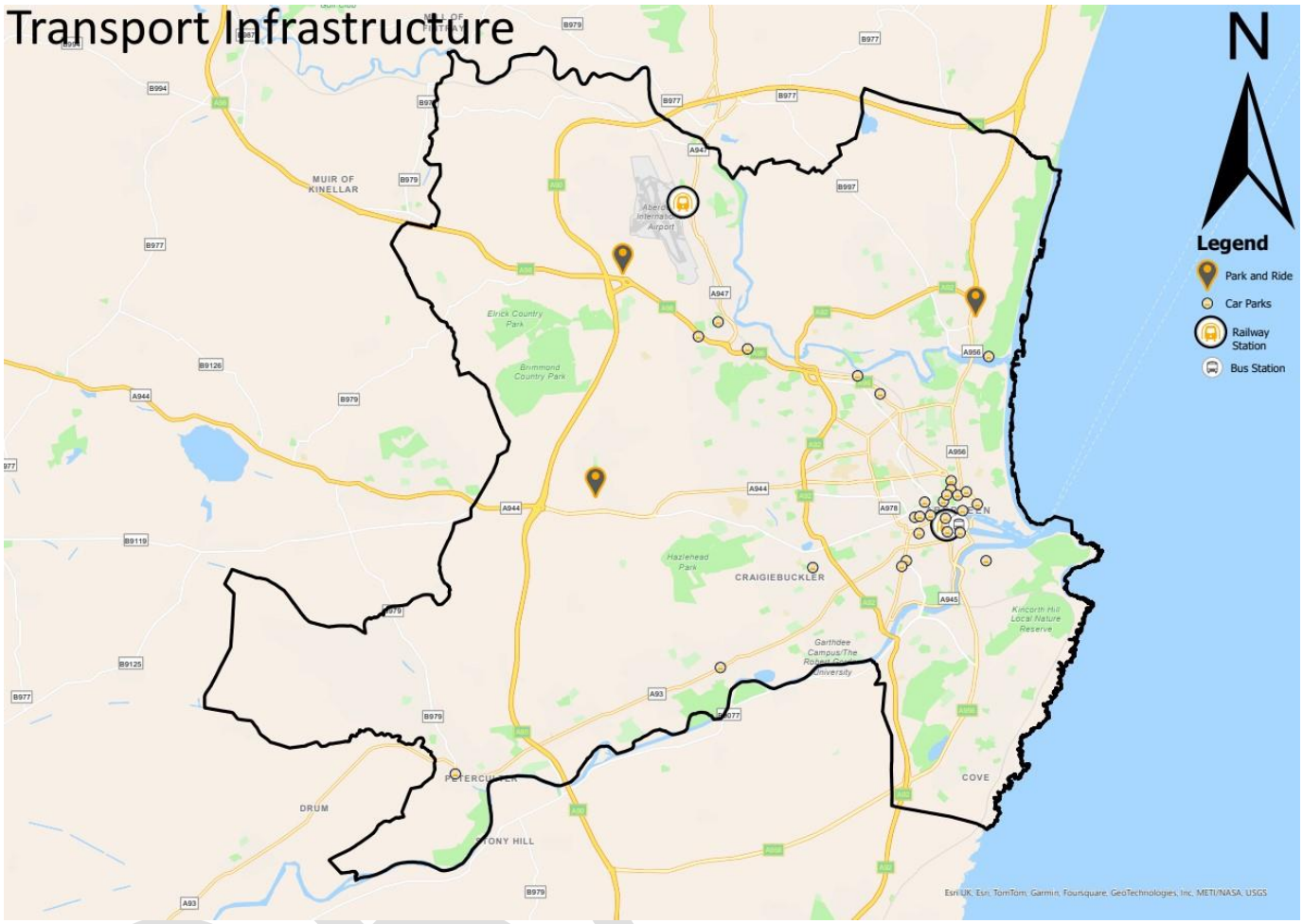


Figure 2: Map showing location of railway station, bus station, park and ride and car parks.

Aberdeen Transport Statistics

Road Traffic Volumes

According to Transport Scotland Scottish Transport Statistics 2023, Aberdeen City has 414 private cars (478 vehicles) per 1000 people. This is more than the average across Scotland's 4 largest cities which is 304 private cars (388 vehicles) per 1000 people. NESTRANS Reducing Car-km and Carbon Emissions: Options for the Nestrans Region notes that there are around 7,500 car-km driven annually for each resident in the north east region, though car km per person is 75% greater in Aberdeenshire than Aberdeen City.

The NESTRANS LDP Transport Evidence Review Appendices includes 2023 baseline data traffic flows over a 24 hour period for a number of transport corridors into Aberdeen. A simplified table is set out below;

Corridor	Aberdeen Total	City Centre Total	Aberdeen Total car only	City Centre Total car only
A96	29,129	21,178	22,870	17,386
A944 & A93	51,363	22,579	40,214	18,470
A90 North	27,440	21,342	21,044	17,489
A90 South	34,696	21,575	27,498	17,728
A947	23,053	20,813	18,023	17,126
A90 South/A92	26,912	21,043	21,219	17,319

Table 1: Private vehicle traffic flow table

There is also baseline data public transport flows over a 24 hour period for a number of transport corridors into Aberdeen. A simplified table is set out below;

Corridor	Aberdeen Total	City Centre Total	Mode Share Aberdeen	Mode Share City Centre
A96	8,718	7,970	28%	31%
A944 & A93	9,371	7,953	19%	30%
A90 North	8,382	7,681	28%	31%
A90 South	8,352	8,198	23%	32%
A947	7,626	7,487	30%	30%
A90 South/A92	8,125	8,043	28%	32%

Table 2: Public transport traffic flow table

Journey Times and key pinch points in the road network

There are numerous 2023 baseline maps which show journey times for road traffic and public transport from various settlements around Aberdeen in the NESTRANS LDP Transport Evidence Review Appendices. The documents also includes road journey time graphs in both directions for A92 Stonehaven/Bridge of Dee and A944 Skene Road Switchback.



Figure 3: A944 Skene Road Switchback.



Figure 4: A92 Stonehaven/Bridge of Dee

Cumulative Journey times in both directions along the A944 Skene Road switchback to Westhill are shown in the figures below.

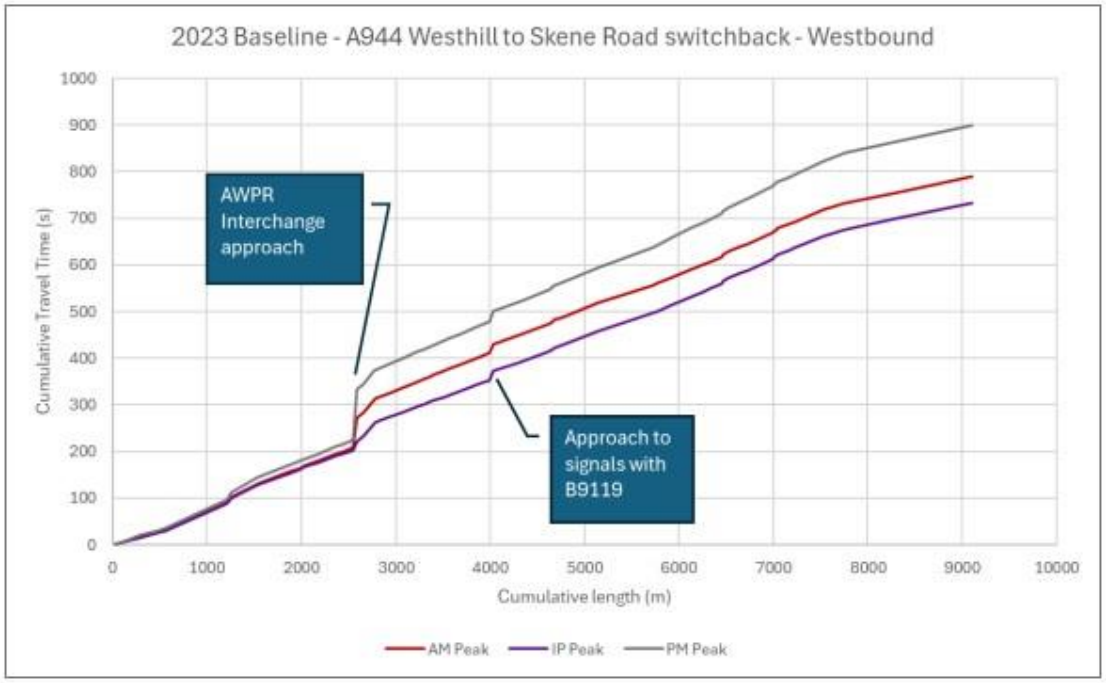


Figure 5: A944 Westbound Cumulative Journey Times, 2023 (min)



Figure 6: A944 Eastbound Cumulative Journey Times, 2023 (min)

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Cumulative Journey times in both directions along the A92 Stonehaven/Bridge of Dee are shown in the figures below.

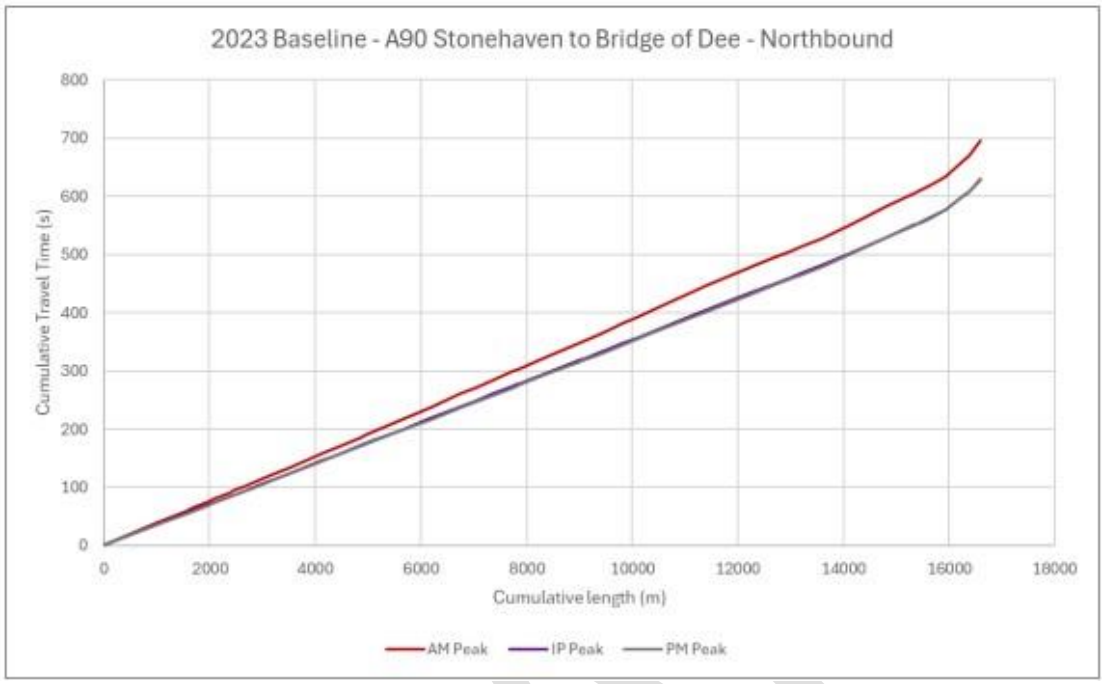


Figure 7: A90 Northbound Cumulative Journey Times, 2023 (min)

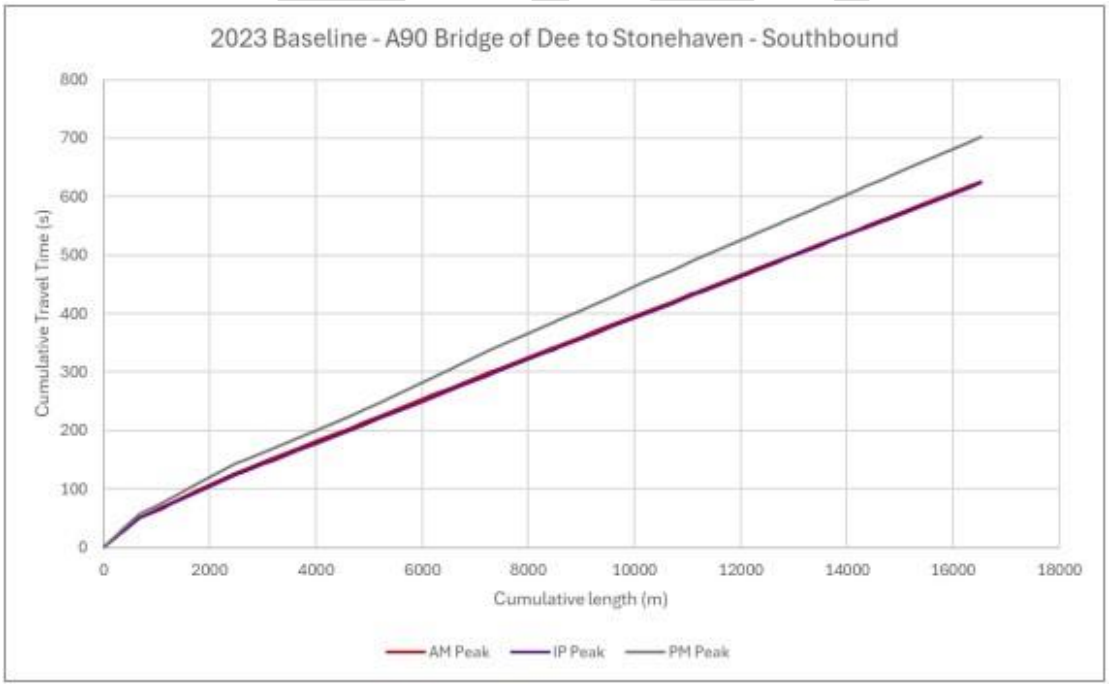


Figure 8: A90 Southbound Cumulative Journey Times, 2023 (min)

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The map below from The NESTRANS LDP Transport Evidence Review Appendices shows the pinch points within Aberdeen's road network.



Figure 9: 2023 Baseline Maximum Vehicle Delay AM peak

Asset Management Data

According to Transport Scotland Scottish Transport Statistics 2023, Aberdeen has 1,037km of roads in total (1.8% of Scottish total), 33km of trunk road, 129km of A roads, 42km of B Roads, 96km of C Roads, 737km of Local Authority unclassified and 1004 of Local Authority roads in total.

Accident Data

According to Transport Scotland's statistics on reported pedestrian casualties by Council area and severity,

2014-18 Average Aberdeen City	**Killed**	**Serious Casualties**	**All Severities**
	2	27	53
2019-23 Average Aberdeen City	**Killed**	**Serious Casualties**	**All Severities**
	1	21	43

Table 3: Pedestrian casualties

According to Transport Scotland Scottish Transport Statistics 2023, reported collisions are as follows in Aberdeen City.

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Collisions in total	Year
67	2022
61	2021
71	2020
118	2019
137	2018
155	2017
175	2016
229	2015
273	2014
349	2013

Table 4: Reported collisions

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National Transport Strategy and documents

Transport Scotland: National Transport Strategy 2: Protecting Our Climate and Improving Lives

Transport Scotland NTS2 sets out the vision in order to achieve a sustainable, inclusive, safe and accessible transport system, helping to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. The vision is underpinned by four priorities with three associated outcomes for each;

- Reduces inequalities (provide fair access to services we need, be easy to use for all, be affordable for all)
- Takes climate action (help deliver our net zero target, adapt to the effects of climate, promote greener, cleaner choices)
- Helps to deliver inclusive economic growth (get people and goods where they need to get to, be reliable, efficient and high quality, use beneficial innovation)
- Improves our health and wellbeing (be safe and secure for all, enable us to make healthy travel choices, help make our communities great places to live)

NTS2 promotes the Sustainable Travel Hierarchy 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. It also promotes efficient and sustainable freight transport for the movement of goods, particularly the shift from road to rail.

NTS2 also promotes the Sustainable Investment Hierarchy to inform future investment decisions and ensure transport options that focus on reducing inequalities and the need to travel unsustainably are prioritised. The focus is then on maintaining and safely operating existing assets (taking due consideration of the need to adapt to the impacts of climate change). Following this it should be considered how to make better use of existing capacity, such as innovative solutions. Only once these options have been followed then targeted infrastructure improvements will be considered.

Transport Scotland: Reducing car use for a healthier, fairer and greener Scotland

Transport Scotland have created a route map to achieve a 20% reduction in car kilometres by 2030, ‘Reducing Car Use for a Healthier, Fairer and Greener Scotland’. It acknowledges that transport accounts for 29% of Scotland’s greenhouse gas emissions, with cars making up 38% of those emissions and that technological solutions alone will not accommodate net zero goals. It sets out actions on the

following four main behaviours:

- Reducing the need to travel
- Living well locally
- Switching modes
- Combining or sharing car trips.

The document sets out its guiding principles. Firstly that the work is collaborative between local government, regional transport partnerships, public sector organisations and businesses. Secondly that it is a national ambition that will require bespoke, place-based approach to create the conditions for travel behaviour change in communities. Thirdly the work is underpinned by a commitment to a just transition which includes principles of community wealth building, supporting people to make alternative travel choices that help strengthen local economies while ensuring that those least able to pay are not unfairly burdened and that existing inequalities are tackled, not exacerbated.

The document notes that it will not be possible to reduce car kilometres by 20% by focussing on a single trip type such a commuting, or a single behaviour such as switching from car to walking or cycling for short journeys. A holistic framework of interventions is required to reduce car use.

The aim of the route map is to provide interventions that empower people to choose from one or more of the sustainable travel behaviours each time they plan a trip. Each of the desired behaviours also have the potential to provide other benefits to individuals, in addition to contributing to address climate change. For example:

- Making use of sustainable online options can save time and money
- Choosing local destinations can help revitalise local communities
- Switching to walk, wheel, cycle or public transport has health benefits
- Combining trips or sharing a journey with others can improve wellbeing

The following interventions to be taken between now and 2030 are listed within the document;

Interventions to reduce the need for travel:

- Intervention 1a: Finalising and adopting the Fourth National Planning Framework (NPF4) by summer 2022
- Intervention 1b: Extending superfast broadband to 100 per cent of premises
- Intervention 1c: Mapping digital connectivity alongside transport
- Intervention 1d: Issuing a refreshed Fair Work First Action Plan in Spring 2022
- Intervention 1e: Progressing the Work Local Challenge Programme

- Intervention 1f: Delivering the NHS Scotland Climate Emergency and Sustainability Strategy's actions to reduce the need to travel

Interventions to help people live well locally:

- Intervention 2a: Finalising and adopting the NPF4 by summer 2022
- Intervention 2b: Delivering the Housing to 2040 actions to build stronger and more vibrant communities
- Intervention 2c: Continuing to embed the Place Principle, and promote the use of the Place Standard Tool
- Intervention 2d: Delivering 20 minute neighbourhoods; improved town and city centres and a 'loves local' culture
- Intervention 2e: Developing guidance and an appraisal framework for Mobility Hubs
- Intervention 2f: Introducing a safer speed limit of 20mph on appropriate roads in built up areas by 2025

Interventions to help people switch modes:

- Intervention 3a: Publishing the Cycling Framework and Delivery Plan for Active Travel in Scotland in 2022
- Intervention 3b: Increasing investment in active travel
- Intervention 3c: Investing £50 million on Active Freeways
- Intervention 3d: Improving access to cycles and the transportation of cycles
- Intervention 3e: Continuing to take action on road safety, in line with Scotland's Road Safety Framework to 2030 which includes a renewed focus on pedestrians and cyclists
- Intervention 3f: Introducing Low Emission Zones (LEZs) in Aberdeen, Dundee, Edinburgh and Glasgow in Spring 2022:
- Intervention 3g Continuing our work on review of transport governance
- Intervention 3h: Commissioning a Fair Fares Review
- Intervention 3i: Providing nationwide free bus travel for Scotland's young people aged under 22 from January 2022
- Intervention 3j: Continuing to provide long-term capital investment to bus transport
- Intervention 3k: Introducing a Community Bus Fund
- Intervention 3l: Establishing a National Smart Ticketing Advisory Board
- Intervention 3m: Investing in the maintenance and enhancement of the rail network
- Intervention 3n: Supporting integrated journeys at ferry terminals

- Intervention 3o: Pavement parking ban enforcement and other car parking interventions
- Intervention 3p: Developing Workplace Parking Levy (WPL) regulations and guidance
- Intervention 3r: Delivering the NHS Scotland Climate Emergency and Sustainability Strategy's actions to increase active travel and the use of public and community transport to NHS sites
- Intervention 3s: Continuing the £300,000 annual investment in the Eco-Schools Scotland Programme as part of the Learning for Sustainability Programme

Interventions to help people to combine trips or share journeys:

- Intervention 4a: Testing the viability of Mobility as a Service (MaaS) in Scotland
- Intervention 4b: Re-promoting the benefits of car-sharing and car-cubs post-pandemic

Work is ongoing between Transport Scotland and COSLA to finalise a new route map. There is a direct link between this work and other national documents and the work that is being commissioned by NESTRANS on a regional level which is referenced in this paper.

Transport Scotland Strategic Transport Project Review 2 Final Summary Report
This is a review of the strategic transport network's performance which is designed to inform transport investment in Scotland for the next 20 years (2022-2042) by providing evidence-based recommendations on which Scottish Ministers can base future transport investment decisions.

Recommendation 2: Active Freeways and Cycle Parking Hubs. Development of active freeways on high-demand corridors in Scotland's largest cities.

Recommendation 13: Aberdeen Rapid Transport, a bus based rapid transport system which will focus on specific corridors through the city providing quicker and easier travel (more detail on this later in the document).

Recommendation 16: Perth-Dundee-Aberdeen rail corridor enhancements which comprises the Aberdeen Central Belt Service Improvements Project and The Aberdeen Central Belt Decarbonisation Project (neither of which are dependent on each other).

Aberdeen to Central Belt Service Improvements comprises:

- Enhancements to reduce passenger journey times and increase capacity for both passenger and freight trains between Dundee and Aberdeen.
- Track and signalling improvements at Dundee, Arbroath, Montrose and Aberdeen Stations.
- Track layout alterations at Aberdeen, potentially bringing back into use either one through platform or two bay platforms at Aberdeen Station.

Aberdeen to Central Belt Decarbonisation comprises:

- Electrification north to Aberdeen and, potentially, Inverurie
- Gauge enhancements between Dundee and Aberdeen, linked to electrification works, enabling longer, wider freight services.
- The Scottish Government is committed to decarbonising its passenger rail network and its freight rail services.
- The Decarbonisation Action Plan commits to all passenger diesel trains being replaced; the order in which that is done will depend on business cases and available budgets. A refresh of the Decarbonisation Action Plan is underway.

In relation to the above projects, the release of funding is contingent on a positive decision by the Transport Scotland investment decision-makers to the Outline and Final Business Cases. Timescales for delivery remain under review.

Recommendation 18 Supporting Integrated Journeys at Ferry Terminals. Improvements in timetable information, signing, ticketing and other facilities required to deliver a seamless and integrated journey between different travel modes to improve accessibility.

Recommendation 24 Ferry vessel renewal and replacement, and progressive decarbonisation in order to improving the resilience, reliability, capacity, accessibility and standardisation of ferries and to decarbonise ferry travel. Aberdeen has ferry services to Orkney and Shetland.

Recommendation 25: Rail Decarbonisation. Involves replacing diesel trains with cleaner technology to help meet net zero targets. Electrification would improve journey times and reliability for freight and passenger trains. It could facilitate longer trains and better acceleration. Electric rolling stock also has lower operational and maintenance costs. Battery and hydrogen traction solutions would still enable decarbonisation of rail operations on routes where overhead wire electrification is less cost effective.

- Transport Scotland announced in September 2024, that ScotRail would be commencing a rolling stock procurement exercise for replacement of its HST fleet that operates on Intercity routes to Aberdeen from the Central Belt. The outcome of this procurement will determine the extent of electrification required on the Aberdeen - Central Belt routes.
- Design works for future electrification have been undertaken to inform an outline business case for decarbonising the Aberdeen – Central belt

Recommendation 42: Investment in port infrastructure to support vessel renewal and replacement, and progressive decarbonisation. This could involve shore power supplies to ferry vessels, to support Ferry vessel renewal and replacement and progressive decarbonisation.

Recommendation 44: Rail freight terminals and facilities. An updated market study for rail freight growth in Scotland is sought including a review of rail freight terminals and hubs to confirm how to meet long-term requirements to shift freight from road to rail.

NESTRANS Transport Evidence Review Final Report
In 2023 NESTRANS commissioned a multi-modal transport and land use modelling exercise, utilising the Aberdeen Sub Area Model 2019 (ASAM19), to derive baseline transport information and data for informing the LDP Evidence Reports for Aberdeen and Aberdeenshire. The reporting from this exercise (see also appendices in evidence links) presents relevant transport data from the modelling work, and demonstrates the predicted impacts and constraints across the transport network - presenting both current day baseline and forecast information.

Transport Model for Scotland 18A contains forecasts of cross boundary travel between the North East and the rest of Scotland, which have been applied to ASAM19. The evidence review demonstrates the level of change in strategic travel movements to / from the North East to understand any associated cross boundary constraints. ASAM19 is a long established strategic multi-modal model covering the North East of Scotland and is calibrated to represent 2019 traffic and travel conditions. ASAM19 forecasts transport impacts by deriving changes in accessibility through the delivery of proposed transport investment and policy, and assessing the impact from changes in population, employment, development build-out and traveller behaviour. The forecasting capability of ASAM19 includes a 2019 Baseline, a 2023 ‘present day’ baseline scenario and future year scenarios of 2030 and 2040. The forecasting reflects anticipated development growth and transport investment and policy commitments to represent two alternative scenarios:

- ‘without policy’ - motorised transport without current transport policy i.e. private car km growth; and
- ‘with policy’ - motorised transport with current transport policy to meet national transport policy ambitions i.e. 20% reduction in private car km.

These scenarios represent similar transport investment and infrastructure commitments but differ in content in terms of varying transport behaviours and policy outcomes, including variations in the level of:

- Development and population growth;
- Home / remote working and commuting trips;
- Business trips / teleconferencing;
- Car availability;
- Electric vehicle fleet and impact on vehicle operating costs; and
- Increasing vehicle operating costs to reflect the policy commitment of reducing car vehicle kilometres by 20% by 2030

The 2023 Baseline scenario includes the recent delivery of the Haudagain Link Road, and the impact of the closure of Union Street to general traffic between Market Street and Union Terrace (i.e. providing a bus and taxi only route). Bus routes along key radial corridors reflect Autumn 2022 timetabling. The delivery of Kintore rail station and ‘rail revolution’ service improvements are also represented, along with a model update to rail service stopping patterns at Arbroath. The 2023 Baseline scenario was updated to reflect recent (Post Covid) behavioural trends which have impacted travel patterns (more remote working).

The 2023 Baseline shows that there are 21,178 daily vehicle flows though the city centre (17,386 by car) and 29,129 daily vehicle flows though Aberdeen (22,870 by car) which shows that private car usage dominates traffic flow. Public Transport passenger flows are 7,970 (31% of total) for the city centre, 8,718 (28% of total) for Aberdeen.

The 2030 and 2040 scenarios represent the following transport investment:

- Phase 1 of Gyratory at South College St & North Esplanade
- City Centre Master Plan (CCMP; as per summer 2023 configuration): bus only access on Guild Street, Market Street & Bridge Street, and Schoolhill and Union Terrace restrictions;
- Laurencekirk A90 / A937 Interchange;
- Berryden Dual Carriageway;
- A96 Dualling Inverurie to Inverness (Note, commitment by Scottish Government to fully dual has been removed since study was undertaken);

- Coast Road improvements to access South Harbour;
- A90 Bruntland Rd Closure & Baydentoy Traffic Signals;
- A92 Murcar / B999 Roundabout Upgrade;
- Upgrade of Parkway / Whitestripes Roundabout to signalised intersection;
- A92 / Parkway Traffic Signals; and
- Access points to various proposed development (Prime Four, Grandhome, Loirston, Craibstone, Cloverhill.

The model scenarios do not include Aberdeen Rapid Transit, Aberdeen Beachfront and active travel schemes given there is not the necessary degree of commitment at this stage.

Both 'with policy' and 'without policy' forecasts show a 2% increase in population for Aberdeen up to 2030, and 5% increase to 2040 with policy and 7% increase without policy. City and Shire combined likewise shows a 2% increase in population up to 2030, 3% increase to 2040 with policy and 4% increase without policy.

Mode shift forecasts are displayed in the following table:

SCENARO	YEAR	ROAD	PUBLIC TRANSPORT	ACTIVE TRAVEL
Without Policy	2023-2030	5%	0%	-2%
	2023-2040	11%	0%	-6%
With Policy	2023-2030	-6%	8%	6%
	2023-2040	-9%	18%	6%

Table 5: Modal shift forecasts

Private Car Road Trip Movements

Strategic road trip movements to 2040 are shown below between Local Authorities as follows for 'with policy':

LA	Aberdeen	Shire	Angus	Moray	North External	South External	West External	Total
Aberdeen	-10%	1%	17%	127%	44%	37%	33%	-6%
Shire	-1%	-20%	-20%	37%	26%	12%	30%	-13%
Angus	12%	-18%	-39%	91%	>100%*	-20%	-41%	-30%
Moray	147%	43%	88%	-14%	8%	156%	-7%	-5%
North	41%	30%	>100%*	12%	-	-	>100%*	18%
South	35%	8%	-19%	222%	-	-20%	-	-4%
West	40%	14%	-51%	-5%	>100%*	-	-55%	0%
Total	-6%	-13%	-30%	-5%	16%	-2%	3%	-10%

Table 6: Strategic road trip movements to 2040 'with policy'

The table above shows that private vehicle movements within Local Authorities would be substantially down, 10% within Aberdeen. The delivery of improvements along the A96 corridor would seem to induce significantly higher trips into and out of Aberdeen to Moray, 147% and 127% respectively. Trips into and out of Aberdeen to Angus would increase 12% and 17% respectively. Trips into and out of Aberdeen to Aberdeenshire would fall 1% and increase 1% respectively.

Strategic road trip movements to 2040 are shown below between Local Authorities as follows for 'without policy':

LA	Aberdeen	Shire	Angus	Moray	North External	South External	West External	Total
Aberdeen	10%	16%	51%	192%	42%	42%	43%	13%
Shire	14%	0%	19%	90%	34%	16%	83%	6%
Angus	58%	26%	-3%	301%	>100%*	9%	-24%	5%
Moray	207%	86%	294%	1%	23%	70%	4%	13%
North	38%	35%	>100%*	16%	-	-	>100%*	22%
South	38%	15%	11%	125%	-	14%	-	17%
West	33%	46%	-43%	3%	>100%*	-	-24%	13%
Total	13%	7%	5%	12%	28%	18%	25%	10%

Table 7. Strategic road trip movements to 2040 'without policy'

The table above shows that private vehicle movements within Local Authorities would be substantially down (aside from within Aberdeenshire), 10% higher within Aberdeen. Considerably higher traffic growth would be anticipated between Aberdeen and other local authority areas compared to the with policy scenario.

Topic 4: Sustainable Transport

Public Transport Movements

Strategic public transport movements to 2040 are shown between Local Authorities as follows for 'with policy'(note figures in red indicate an increase in use):

LA	Aberdeen	Shire	Angus	Moray	North External	South External	West External	Total
Aberdeen	22%	30%	79%	65%	-5%	17%	-	**23%**
Shire	37%	2%	20%	47%	17%	12%	-	**11%**
Angus	106%	22%	4%	62%	31%	12%	-	**11%**
Moray	88%	49%	59%	15%	31%	19%	-	**19%**
North	-4%	10%	6%	14%	-4%	0%	-	**9%**
South	16%	12%	9%	52%	16%	10%	-	**12%**
West	-	-	-	-	-	-	-	-
Total	**24%**	**10%**	**10%**	**18%**	**16%**	**14%**	-	**18%**

Table 8: Strategic public transport movements to 2040 'with policy'

The table above shows that public transport movements within Local Authorities would increase across the board in the 'with policy' forecast. A 22% increase within Aberdeen is forecast. Increases of 37% from Aberdeenshire, 106% from Angus and 88% from Moray, with 30%, 79% and 65% respectively going the other way.

The following table shows forecasts using the 'with policy' scenario for bus and rail. It shows a considerable and relatively consistent increase in patronage for both bus and rail.

Scenario:	Total Daily Boardings			% change vs Baseline		
With Policy	Bus	Rail	Total	Bus	Rail	Total
2023 Baseline	88,173	14,996	103,169			
2030 Policy	96,695	17,160	113,855	10%	14%	10%
2040 Policy	106,114	18,481	124,595	20%	23%	21%

Table 9: Bus and Rail forecasts 'with policy'

Strategic public transport movements to 2040 are shown between Local Authorities as follows for 'without policy':

LA	Aberdeen	Shire	Angus	Moray	North External	South External	West External	Total
Aberdeen	4%	10%	19%	12%	-4%	8%	-	5%
Shire	10%	-8%	4%	17%	7%	3%	-	-3%
Angus	25%	5%	-15%	15%	24%	-18%	-	-13%
Moray	18%	19%	14%	-10%	-17%	6%	-	-8%
North	-5%	-8%	2%	-22%	-3%	-5%	-	-17%
South	8%	4%	-15%	40%	-11%	-11%	-	-4%
West	-	-	-	-	-	-	-	-
Total	5%	-3%	-12%	-8%	-10%	-5%	-	0%

Table 10: Strategic public transport movements to 2040 'with policy'

The table above shows that public transport movements within Local Authorities would decrease in the rural authorities with only a 4% increase within Aberdeen while travel between local authorities would see much more moderate increase compared to the 'with policy' scenario.

The following table shows forecasts using the 'without policy' scenario for bus and rail. It shows a very marginal increase in patronage for both bus and rail, albeit rail travel up by 8% by 2040 against the 2023 baseline.

Scenarios:	Total Daily Boardings			% change vs Baseline		
Without Policy	Bus	Rail	Total	Bus	Rail	Total
2023 Baseline	88,173	14,996	103,169			
2030	88,857	15,163	104,020	1%	1%	1%
2040	88,188	16,245	104,433	0%	8%	1%

Table 11: Bus and Rail forecasts 'without policy'

The report shows forecasted congestion heat maps for both scenarios. For more information refer to the appendices document. It is evident that in the 'with policy' scenario, there will be increased wait times along the A96 and the junction between it and the A90 at Craibstone otherwise wait times are not too dissimilar to the baseline data.

The report shows forecasted capacities for park and ride facilities for both scenarios. The analysis suggests there is sufficient parking capacity at all the bus-based park and ride sites in all scenarios, with demand during the Inter Peak period following a similar pattern.

The Report includes a precise breakdown of figures however the key findings of the forecasts are as follows:

Topic 4: Sustainable Transport

- A substantial increase in housing and population is represented over time, with considerable new development and subsequent travel activity focussed around the periphery of Aberdeen;
- Changes in trip movements forecast over time vary by mode, with road traffic continuing to grow in the 'Without Policy' scenario. The delivery of transport policy generates a considerable increase in public transport passengers and active travel trips, and subsequent reduction in road traffic movements;
- The delivery of transport policy produces an 18% reduction in car kms across the North East by 2030. Car Kms subsequently increase over the longer term horizon between 2030 and 2040;
- The introduction of the A96 Dualling scheme generates an increase in average traffic speeds across the network. The investment also increases road traffic demand along this corridor, and subsequently constrains and off-sets some of the impact of polices aimed at reducing car kms.
- Transport policy commitments provide a further increase in traffic speeds across the network to 2040;
- Traffic congestion is shown to continue in several areas, including the city centre, key radials and at access points along the A90 and A96 strategic routes. Congestion is lower within the With Policy scenario, but continues to impact network operations for motorists and bus services at many locations; and
- Public Transport passenger volumes remain relatively constant in the 'Without Policy' scenario, and increase substantially in the With Policy scenario. By 2030, sections of the rail network become crowded during the peak periods, with some rail station car parks also at or approaching capacity.

NESTRANS Reducing Car-km and Carbon Emissions: Options for the NESTRANS Region Executive Summary

The Scottish Government is committed to reducing the number of car-km travelled on Scotland's roads by 20%, in comparison with a 2019 baseline, by 2030. There are different option to achieve this in the NESTRANS region which have differing implications for inclusion and equality. This report summarises the findings of a review which has considered the targets in the specific context of the baseline and trends of the North East of Scotland and has considered the quantitative and qualitative impacts of measures which might influence car use or emissions per km. The review is intended to help NESTRANS and its partners identify ways to achieve the target reductions in car-km and carbon emissions from car use in a way that accords with the needs and aspirations of the region and its people.

The report finds that action out with the current control and funding ability of regional partners is required in order to meet the Government's target. It finds that constraining car use is likely to face opposition, with significant impacts on those living in rural areas or on lower incomes. The report finds that the extent of these adverse impacts could be reduced if significant improvements to alternatives to car use (including improved public transport and active travel facilities) which are relevant to all of the region's residents were provided in advance of traffic restraint measures being introduced.

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Regional And Local Transport Strategies

NESTRANS Regional Transport Strategy 2040
The Regional Transport Strategy (RTS) follows six key priorities which set the tone and direction for the strategy. These are:

- Improved journey efficiencies to enhance connectivity
- Zero fatalities on the road network
- Air quality that is cleaner than World Health Organization standards for emissions from transport
- Significantly reduced carbon emissions from transport to support net zero by 2045
- Accessibility for all
- A step change in public transport and active travel enabling a 50:50 mode split between car driver and sustainable modes.

The RTS was supported by the City Region Deal Strategic Transport Appraisal (STA). This was initiated as a means to collate and rationalise the current and future problems and opportunities within the transport system, and to act as the mechanism to facilitate the delivery of transport projects to support the Regional Economic Strategy. As part of the STA, an Initial Appraisal: Case for Change study was completed in 2018 and involved extensive data analysis and consultation to identify the range of problems and opportunities across the region.

Option generation and sifting exercises were undertaken in 2018/19 and this process identified a list of 42 options recommended for further development and consideration. The second phase of the STA commenced from the 42 shortlisted options. The STA 'Preliminary Options Appraisal' stage of the study developed, refined and appraised the 42 options further, reducing the individual options to 29, against which recommendations on appropriate pathways for their further development and delivery were made.

The 29 options within the STA can be split into five broad option categories. These comprise:

- City Connectivity – ensuring sustainable connectivity to/from and within the regional centre
- Rural Connectivity – providing sustainable and proportionate travel choices across the region's more rural hinterland
- Strategic Connectivity – linking the region effectively to the rest of Scotland and internationally
- Safety – moving towards a zero fatalities target

- Demand Management Measures – to manage resources effectively and encourage the use of sustainable modes

Within the five categories, each option is defined as either 'core' (large scale options designed to instigate substantive change) or 'supporting' (smaller scale options, less likely to bring about substantive change in their own right, but nevertheless important in supporting the core measures and overall priorities). The emerging overall package of options to be taken forward from the STA can be seen as a transport package to begin transitioning the north east region to a post-carbon, more prosperous, safer, and more equitable future. A summary of the overall package of options is set out below, and this fed directly into the development of the RTS:

Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
1	Upgrade existing active travel routes	1: City Connectivity 3: Rural Connectivity	Core	✓	✓	✓		STAG-based feasibility and engineering work to consider the implementation of continuous, segregated active travel corridors into the city centre to inform subsequent Business Cases / funding applications. Local authorities to take the lead and continue to progress ongoing active travel focussed corridor studies.
2	Increase provision and quality of active travel routes across the region	1: City Connectivity 3: Rural Connectivity	Core	✓	✓			
3	Implement regional cycle hire scheme	3: Rural Connectivity	Supporting	✓	✓			Pending development of an Aberdeen City bike hire scheme (which complements the City Connectivity Package), Nestrans to undertake further investigation into the costs and benefits of smaller scale cycle hire schemes in town centres or other suitable locations across the region.
4	Softer Measures to encourage active travel	1: City Connectivity 3: Rural Connectivity	Supporting	✓	✓			Aberdeen City Council, Aberdeenshire Council and Nestrans, through the 'Getabout' partnership and brand, to increase current 'softer measures' initiatives to encourage and enable greater active travel use.
5	Improve bus services and network	1: City Connectivity 3: Rural Connectivity	Core	✓	✓			Nestrans, with support from the North East Scotland Bus Alliance, to lead a study to investigate how the new powers embodied in Transport Act could be used to provide a catalyst to generating a step change in bus provision and operations across the region. This would be informed by a region-wide bus network review including a 'rural connectivity audit' – considering current provision versus rural community needs.
6	Demand responsive services	3: Rural Connectivity	Core	✓	✓			Recognition must be made of the financial burden that the COVID-19 pandemic is likely to have on public transport patronage, the funding available to support bus operations across the region, as well as capital spending schemes.
7	New railway stations on existing lines	1: City Connectivity	Core	✓	✓	✓	✓	Nestrans, in partnership with Aberdeen City Council and Aberdeenshire Council, to undertake an Outline Business Case to confirm preferred option for the station sites between Aberdeen

Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
12	Improved integrated ticketing (linked to option 5)	1: City Connectivity 3: Rural Connectivity	Supporting	✓	✓			Working in partnership with the North East of Scotland Bus Alliance, Nestrans to investigate the types of improved and smart integrated ticketing schemes that could be implemented region-wide and coordinate with national schemes.
13	Improved marketing / information about public transport services	1: City Connectivity 3: Rural Connectivity	Supporting	✓	✓			Building on current marketing of information in relation to public transport provision, investigate types of additional information provision that would have the greatest positive impact. To be progressed in partnership with bus and rail bodies including the North East of Scotland Bus Alliance and ScotRail as well as the regional Getabout partnership.
14	Access for all across all public transport (including taxi) modes	1: City Connectivity 3: Rural Connectivity	Supporting	✓	✓			Nestrans, partnership with Aberdeen City Council and Aberdeenshire Council , to undertake audit of existing mobility issues across all public transport modes and core urban realm across the region, to establish the specific problems and issues. To be progressed in partnership with bus and rail bodies including the North East of Scotland Bus Alliance and ScotRail, as well as the regional Getabout partnership.
15	A90(N) / A952: Ellon to Peterhead / Fraserburgh	4: Safety 5: Strategic Connectivity	Core	✓	✓	✓	✓	As a Trunk Road, the principal mechanism for delivery of future investment will be via STPR, with due regard to NTS2 investment hierarchy. Aberdeenshire Council and Nestrans to continue to develop evidence to augment existing business case and appraisal work, and support interface with development management processes. Nestrans to examine the most appropriate schemes to ensure connectivity to north of Aberdeen (noting the on-going planning for the A96 dualling). Nestrans in partnership with local authorities to examine the most appropriate schemes which would provide improved access to the region's ports at Fraserburgh and Peterhead.
16	A90(S): Aberdeen to Perth	4: Safety 5: Strategic Connectivity	Core	✓	✓		✓	As a Trunk Road, the principal mechanism for delivery of future investment will be via STPR, with due regard to NTS2 investment hierarchy. Nestrans and Tactran have a joint interest in securing improvements to the safety, consistency and performance of this strategic route.

Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
								Nestrans to examine the most appropriate schemes to ensure connectivity to the Central Belt. Continue with work to develop a suitable scheme to provide improved connectivity to the new Aberdeen South Harbour at the Bay of Nigg, and associated improvements on A956 Wellington Road corridor.
17	A92: Blackdog to Stonehaven (inc. new River Dee bridge)	4: Safety 5: Strategic Connectivity	Supporting	✓	✓	✓		As a local road, Aberdeen City Council and Aberdeenshire Council to continue to manage the performance of the route and associated principal radials in line with investment hierarchy. Specific requirement to consider the function of the route in line with revised Roads Hierarchy, City Centre Masterplan, associated interventions on A956 Wellington Road/Link to Aberdeen South Harbour, and the performance/function of specific junctions. Nestrans to examine the most appropriate schemes to ensure connectivity to the Central Belt and north of Aberdeen (noting the on-going planning for the A96 dualling).
18	A947: Aberdeen to Banff	4: Safety	Supporting	✓	✓			As a local road, Aberdeen City Council and Aberdeenshire Council to undertake further work and risk analysis to examine the most appropriate schemes in line with investment hierarchy. Includes ongoing development of the A947 Route Action Plan and Dyce area interventions into timed and costed Delivery Plans and including options for an improved link between the A947 and A96 (dependent upon final agreed alignment for A96 dualling).
19	A98: Aberdeenshire / Moray boundary to Fraserburgh	4: Safety	Supporting	✓	✓			As a local road, Aberdeenshire Council to continue to manage the performance of the route in line with investment hierarchy. Includes options for Banff Bridge.
20	A944 / B9119: Aberdeen west to Aberdeenshire boundary with Moray	4: Safety	Core	✓	✓	✓		As a local road, Aberdeen City Council and Aberdeenshire Council to undertake further work and risk analysis to examine the most appropriate schemes on this route in line with investment hierarchy. Early consideration required of multi-modal connectivity and route performance, as well as wider development pressures, between Aberdeen and the Westhill area.

Op.	Description	Category	Type	Recommended Delivery Pathway				Potential Next Steps
				LTS / LA	RTS2040	CRD	STPR / TS	
21	A93: Aberdeen to Braemar to Aberdeenshire boundary with Perthshire	4: Safety	Supporting	✓	✓			As a local road, local authorities to continue to manage the performance of the route in line with investment hierarchy.
22	Long Term Asset Management strategy	4: Safety	Core	✓	✓			Aberdeen City Council and Aberdeenshire Council to revisit the existing asset management and mitigation plans for both councils to consider whether the plans fully consider the management and maintenance of the road network and structures in light of the changing climate and financial pressures.
23	Community road safety measures	4: Safety	Core	✓	✓			Aberdeen City Council and Aberdeenshire Council to further investigate the potential to introduce 20mph zones in all urban environments building on experience from elsewhere.
24	Low Emission Zones / Zero Emission Zones (inc. consideration of freight restrictions)	2: Demand Management	Core	✓	✓		✓	Aberdeen City Council, Aberdeenshire Council and Nestrans, in partnership with Transport Scotland, to continue work developing the potential Aberdeen city centre LEZ and consider the case for other potential schemes.
25	Electric Vehicle and Hydrogen vehicle charging and refuelling strategy and implementation	-	Core	✓	✓			Aberdeen City Council and Aberdeenshire Council to work with Nestrans to extend the network of publicly available charging points.
26	Improved network monitoring and data use	-	Supporting	✓	✓			Aberdeen City Council and Aberdeenshire Council to continue to develop and explore emerging technology options for traffic monitoring and management, and how these could be applied within the region.
27	Congestion Zone charging	2: Demand Management	Supporting	✓	✓			Nestrans to progress a regional Demand Management Study in partnership with both Aberdeen City Council and Aberdeenshire Council to appraise the options in more detail. The scope of
28	Parking Demand Management	2: Demand Management	Core	✓	✓			this study would include: the potential to raise parking charges and / or extend the current 'controlled' parking areas; introduce a workplace parking levy; and / or a congestion charging zone through the development of a viable Business Case exploring potential alternative charging models.
29	Improve Inter-City Rail Connections	5: Strategic Connectivity	Core		✓	✓	✓	Nestrans to continue to work with the Transport Scotland and Network Rail to implement plans to improve the rail network connecting Aberdeen to both the Central Belt and Inverness, including consideration of rail freight opportunities.

Table 12: Packages of options from City Region Deal Strategic Transport Appraisal

The RTS sets out a range of policies and actions, which are consistent with the above options and seek to achieve the six overarching priorities. The policies and actions are structured under 18 headings, and will require NESTRANS to work in partnership with local authorities, Transport Scotland, operators, communities, third sector organisations and the private sector to deliver.

A summary of the headings is set out below, but for brevity the detailed policies and actions are not repeated here – they can be viewed in full within section 11 of the RTS:

- Increasing the number of people travelling actively for health and the environment
- Developing the rail network

Topic 4: Sustainable Transport

- Aberdeen Rapid Transit
- Improving the region's bus network
- Maximising the benefits of park and ride
- Managing demand
- Reducing emissions from transport
- Encouraging behavioural change
- Maintaining and improving the region's transport network
- Facilitating the movement of freight
- External air and sea connections
- Road safety and casualty reduction
- Improving accessibility in rural areas
- Improving access to health
- The affordability of transport
- Improving access to the transport network for all
- Planning and designing places for people
- Future impact of new technologies

Local Transport Strategy

The Aberdeen Local Transport Strategy (LTS) 2016-2021 sets out the policies and interventions adopted by the City Council to guide the planning and improvement of the local transport network over the five year period from 2016 to 2021. At the time of adopting the 2016 LTS, the Aberdeen Western Peripheral Route (AWPR) was still to be completed. The 2016 LTS focuses its attention on delivering a range of actions to achieve a series of newly formed outcomes for Aberdeen and ensuring that complementary measures which 'lock in' the benefits of the AWPR could be maximised.

Following adoption of the Regional Transport Strategy 2040, an update of the LTS was undertaken. A draft LTS 2023-2030 was published for consultation in late 2023.

The draft LTS 2023-2030 sets out eight overarching transport planning objectives, as outlined 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.
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen.

Table 13: Eight overarching transport planning objectives from the draft Local Transport Strategy.

It outlines 14 outcomes that it intends to achieve in the period to 2030:

1. Reduction in number of journeys by car drivers in Aberdeen to less than 50% by 2030.
2. A reduction in car km travelled in Aberdeen by 20% compared with 2019 baseline.
3. Reduced PM10s and NOx emissions from transport and removal of Air Quality Management Areas in Aberdeen.
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with the 1990/5 baseline.
5. 20% of the total cars and vans in Aberdeen being zero emission.
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network.
7. A more resilient transport network for Aberdeen.
8. Improved journey time reliability for all modes in Aberdeen.
9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare.

10. Improved accessibility to transport in Aberdeen for all.
11. Improved interchange opportunities between modes in Aberdeen.
12. Improved information about the Aberdeen transport network being available to users and planners.
13. A transport network which is able to benefit from improvements in technology for Aberdeen.
14. A transport network which is well maintained for Aberdeen.

Table 14: The outcomes of the draft Local Transport Strategy.

It goes on to state that the outcomes will be achieved by focusing on the following outputs (actual things to be delivered):

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

Topic 4: Sustainable Transport

Climate adaption measures built into new transport infrastructure.	More interchange points between modes of transport.

Table 15: The outputs of the draft Local Transport Strategy.

The draft LTS consultation results were brought to committee in September 2024. The draft LTS is to be refreshed in light of the comments received from the public consultation and guidance issued by Transport Scotland on the production of Local Transport Strategies. The refreshed draft will focus on being placed based, with more reference to health, inequality and economy, and greater emphasis on accessibility. Once adopted, the new LTS will be an important source of evidence and a key input into the next Local Development Plan.

Transport Scotland A96 Corridor Review Draft Summary Report

The A96 Corridor Review followed the four stages of the Scottish Transport Appraisal Guidance process; case for change, preliminary appraisal, detailed appraisal, post appraisal monitoring and evaluation. As part of the appraisal, options were aligned with NTS2 to ensure consistency with current national transport strategy, in particular the sustainable travel hierarchy and sustainable investment hierarchy. Following consideration at Preliminary Appraisal, 13 options were taken forward to Detailed Appraisal. As Full Dualling of the A96 is the current plan, it has also been considered as part of the Detailed Appraisal to assess its performance against current criteria. The packaging approach identified the benefits or otherwise for a series of locations throughout the A96 corridor. However, it was acknowledged that there would be added value in separating out the benefits of individual options within each package to determine which provide the greatest contribution for both local communities and the wider corridor. An assessment of the benefits and contribution of the individual options has been undertaken, with the better performing ones combined to form an additional package, referred to as the ‘Refined Package’.

The Refined Package includes eight options. Further detail for each is set out in the document. The options are as follows:

- Active Communities
- Improved Public Transport Passenger Interchange Facilities
- Investment in Demand Responsive Transport (DRT) and Mobility as a Service (MaaS)
- Linespeed, Passenger and Freight Capacity Improvements on the Aberdeen to Inverness Railway Line
- Elgin Bypass

Topic 4: Sustainable Transport

- Keith Bypass
- Targeted Road Safety Improvements
- A96 Electric Corridor

Freight Road Traffic

NESTRANS produced a specialist goods vehicle count for the north east which gives an idea of road freight traffic numbers. The count points were located at the A956 at Cove, the A90 Toll of Birness to the north in Aberdeenhsire, and at Inverurie to the north west in Aberdeenshire. In total, 3,663 HGVs were observed over the 12-hour count across all sites, 1817 at Cove, 1008 at Toll of Birness and 838 at Inverurie. There are a number of statistics relating to the count such as count spread throughout the day, types of vehicles, commodity type, observed slow moving vehicles and tailbacks, estimated tonnage.

The summary noted that the A90/A952 has a clear importance to sectors such as the Offshore sector, especially given that it is a key route between Aberdeen and Peterhead. The A96 at Inverurie is used more by General Hauliers, as it is the main link between the key settlements of Aberdeen and Inverness. Palletised, grouped freight moved by 3rd party Hauliers, is a key flow at all locations, whilst the Offshore sector represents a key flow and is a significant region-specific driver of the value of freight. There were some issues regarding platooning and dangerous overtaking that were seen to be primarily caused by slow moving agricultural vehicles, as well as queuing at specific times.

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Active Travel

Opportunities for active travel can be implemented by integration with blue and green infrastructure corridors and open spaces which include active travel accessibility.

Scottish Biodiversity Delivery Plan 2024-2030
Section 13.2 of the Scottish Biodiversity Delivery Plan seeks to ensure every new transport and active travel infrastructure project incorporates elements of blue-green infrastructure, and seek opportunities for its enhancement and expansion.

Sustainable Urban Mobility Plan (SUMP)
The City Council adopted its first Sustainable Urban Mobility Plan (SUMP) in late 2019. The SUMP is a long-term transport strategy for the City Centre, which identifies projects that will be progressed by the Council and partners to make it easier and more attractive for people to travel by sustainable means. It was developed in the context of other projects concerning transport in the City Centre, including the ongoing City Centre Masterplan (CCMP), the Roads Hierarchy Review, Low Emission Zone Options Appraisal, and development of a revised approach to car parking. The SUMP seeks to:

- Support Aberdeen's transition to a low carbon and low emission future
- Support the city centre living objectives of the CCMP by developing of a safe and sustainable city centre which people can access and move around with ease and which is a pleasant place to live and spend time in
- Complement and further develop the transport elements of the CCMP
- Support the revised Roads Hierarchy, particularly the principles of discouraging through-traffic and improving accessibility for people walking, cycling and using public transport
- Identify infrastructure required to support the successful delivery of a bike hire scheme and Low Emission Zone.
- Support the ongoing City Region Deal project to identify and appraise external transport connections to Port of Aberdeen's South Harbour.

Multi-Modal Corridor Studies
Several transport corridor studies are being undertaken, which consider the main corridors for movement to, from, and around Aberdeen. These studies are separate pieces of work but, by their nature, are interconnected. They are specifically considering these corridors in light of the changes to travel patterns since the opening of the Aberdeen Western Peripheral Route as well as other recent developments and changes to behaviour.

The studies are looking ahead to consider future problems and issues for travel. They will identify solutions that will deliver a more inclusive, healthy and sustainable transport system and so help enable a vibrant economy, improved environment, and better quality of life. Aberdeen City Council is working with partners on the studies, including NESTRANS and Aberdeenshire Council.

The corridors are:

- A947 The Parkhill junction on the bypass to Bucksburn
- A96 Inverurie to Aberdeen
- A944/A9119 Westhill to Aberdeen
- A93 Banchory to Aberdeen
- A92 Park and Ride in Ellon to the Garthdee Road Corridor
- A956 Wellington Road
- A92 Bridge of Don to Bridge of Dee
- Aberdeen to Laurencekirk Multi Modal Corridor Study

Bus priority infrastructure options from the Multi-modal corridor studies that align with proposed ART routes have now been incorporated within the overall ART Business Case development process, rather than continuing as standalone projects.

With regards to the Aberdeen to Laurencekirk Multi Modal Corridor Study, the options for public feedback are; active travel infrastructure to connect communities along the corridor from Stonehaven to Aberdeen, a mobility hub facility to the south of Aberdeen, bus priority measures on approach to Aberdeen, providing a foundation for Aberdeen Rapid Transit, creation of a new rail station in Cove, creation of a new rail station in Newtonhill. Consultation results will be analysed and used to inform the public acceptability assessment of the option packages within a Detailed Options Appraisal Report.

Transport Scotland Active Travel Framework

The Active Travel Framework brings together the key policy approaches to improving the uptake of walking and cycling in Scotland for travel. It has been produced collaboratively by Transport Scotland and key delivery partners, with input from Regional Transport Partnerships (RTPs) and local authorities. The framework model identifies five high level outcomes that will contribute to realising the long-term 2030 vision (Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys) and achieving the strategic objectives for active travel policy at both a national and local level. This is a useful national resource however the Aberdeen Active Travel Plan will offer more Aberdeen specific input into the new plan.

Aberdeen Active Travel Action Plan
The Aberdeen Active Travel Action Plan 2021-2026 identifies the actions and interventions to make walking and cycling safer and more attractive, and to increase active journeys in the City in order to make Aberdeen a healthier, more attractive and economically vibrant place in which to live, work and visit.

A Regional Active Travel Network Review has been adopted by NESTRANS. It is expected that the outcomes of this review will inform future active travel priorities for the City and will feed into the updated Local Transport Strategy Delivery Plan, ultimately replacing the current Active Travel Action Plan and SUMP. A revised draft Local Transport Strategy is expected to be reported to committee in Summer/Autumn 2025, before starting a public consultation in Autumn/Winter 2025.

Core Paths and Rights of Way and the National Cycle Network
A map of core paths and rights of way can be found below. The 2009 Aberdeen Core Paths Plan Provides the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area. Additionally the Scottish Rights of Way and Access Society work to safeguard access rights in Scotland and their website hosts a wealth of information.

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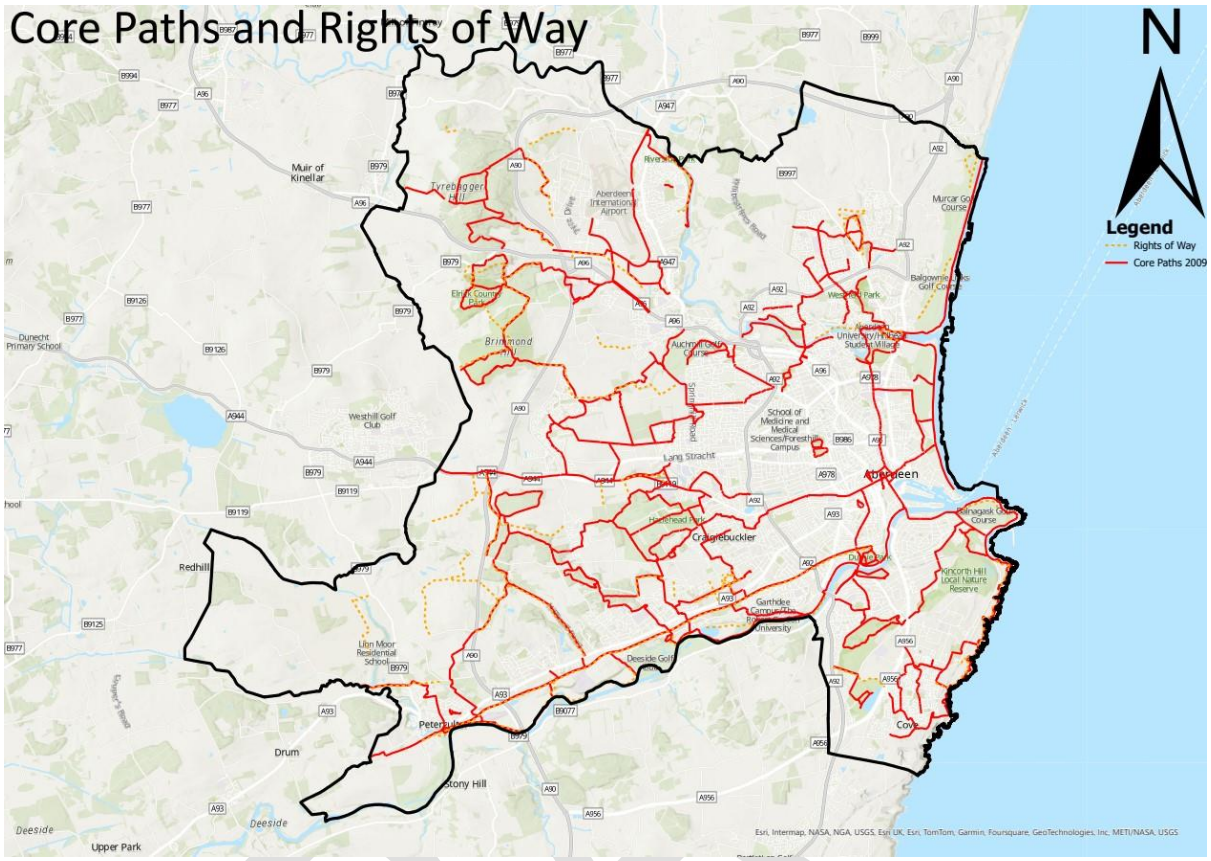


Figure 10: Core Paths in Aberdeen.

Informal paths will also play an important role in supplementing the provisions of core paths. The Council has some data on paths which was collated during the public consultation on the Core Paths Plan. Information on informal paths can help inform the new plan.

The National Cycle Network website includes a map of routes in the city. It shows route 1 which comes from Stonehaven in the south to Newmachar in the north. This route heads north along the A90, cuts back east to the coast at Portlethen and meets the city centre via the coastal road around Altens and Torry. It passes through Old Aberdeen, Tillydrone, Bucksburn and Dyce. Route 195 begins near Duthie Park and follows a straight course parallel to the River Dee all the way out to Peterculter, Drumoak and beyond. The Council's website also includes cycle maps which how existing cycle facilities such as cycle lanes, as well as cycle shops, places to lock bikes, recommended quiet routes and recreational routes around Aberdeen.

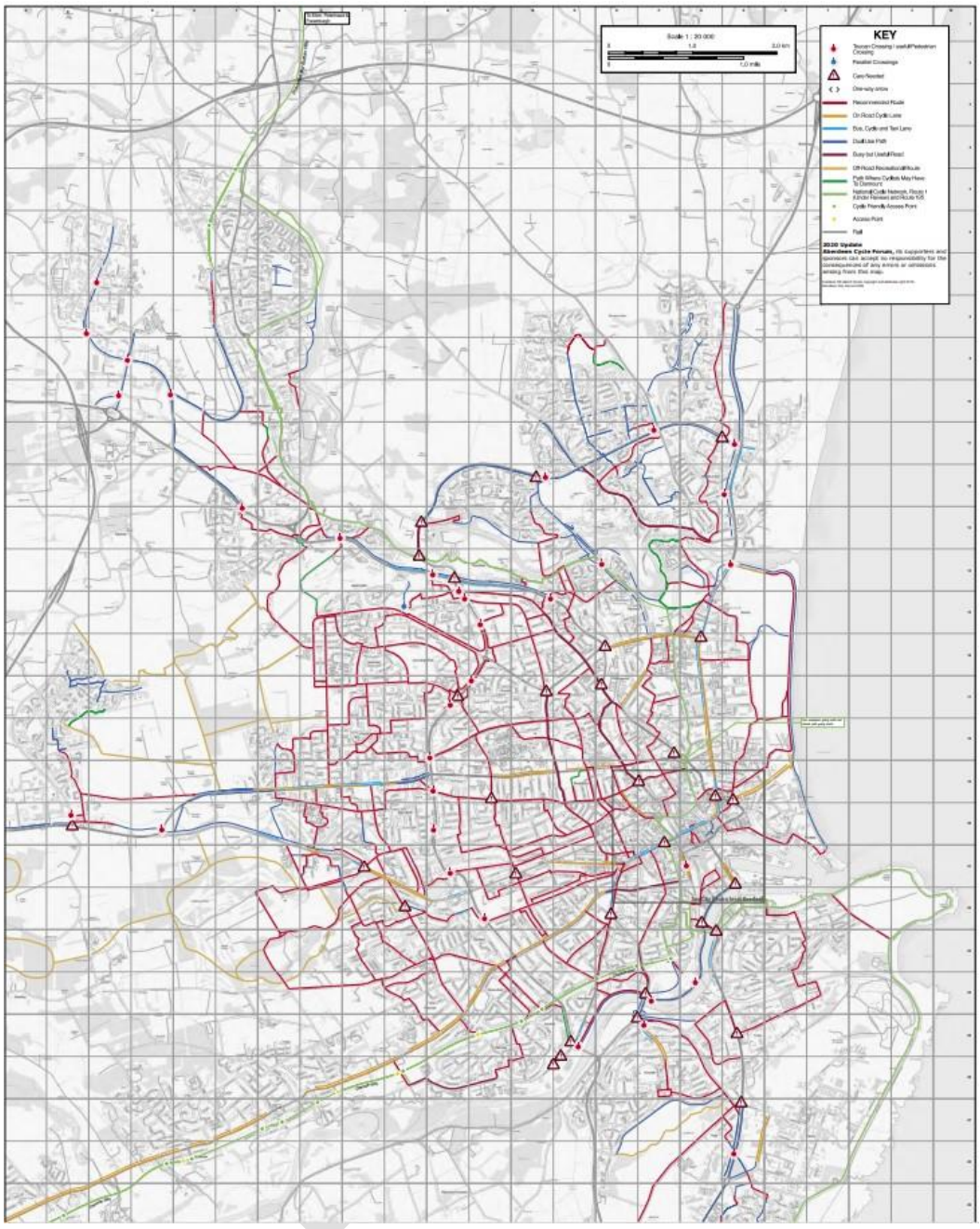


Figure 11: Aberdeen cycle map 2020

Active Travel Statistics

The 2023 Nestrans Comprehensive Travel Study noted the following for residents in the North East (Aberdeenshire and Aberdeen City) for walking:

Nine out of ten residents in the region walked at least once a week. Younger residents were more likely to walk every day than older residents

Frequency of walking	16-to-34-year-olds	35-to-59-year-olds	60 and over	All residents
Every day	71%	61%	54%	62%
At least weekly, not every day	23%	30%	33%	28%
Less than weekly	1%	3%	5%	3%
Never	4%	7%	7%	6%
Base (16 did not give their age)	**314**	**417**	**255**	**1001**

Other Findings:

48% of residents whose day-to-day activities were limited due to a health condition walked every day; but this was less than those without these limitations (67%).

Of those residents who walked every day, 14% walked to work (main mode); a further 20% walked for part of their journey to work.

One in five North East residents felt they could switch from car to walking to travel to work (21%); this was higher amongst residents of Aberdeen City (25%) than Aberdeenshire residents (15%).

Figure 12: Extract of Walking data from 2023 NESTRANS Comprehensive Travel Study

The 2023 Nestrans Comprehensive Travel Study states that in Aberdeen, 40% of residents have access to a pedal or e-bike, 9% biked every week and 25% biked at least once a year. SUSTRANS Aberdeen Walking and Cycling Index notes that every year walking and cycling in Aberdeen results in the prevention of 573 serious long terms health conditions, £163.4 million in economic benefit for individuals in the region, 9,400 tonnes of greenhouse gas emissions saved and up to 55,000 cars taken off the road every day. The SUSTRANS Walking and Cycling Index Data Tool is another useful statistical source for Aberdeen specific data.

SUSTRANS Hands Up Scotland Survey looks at how pupils across Scotland travel to school and nursery. The 2023 finding are as below:

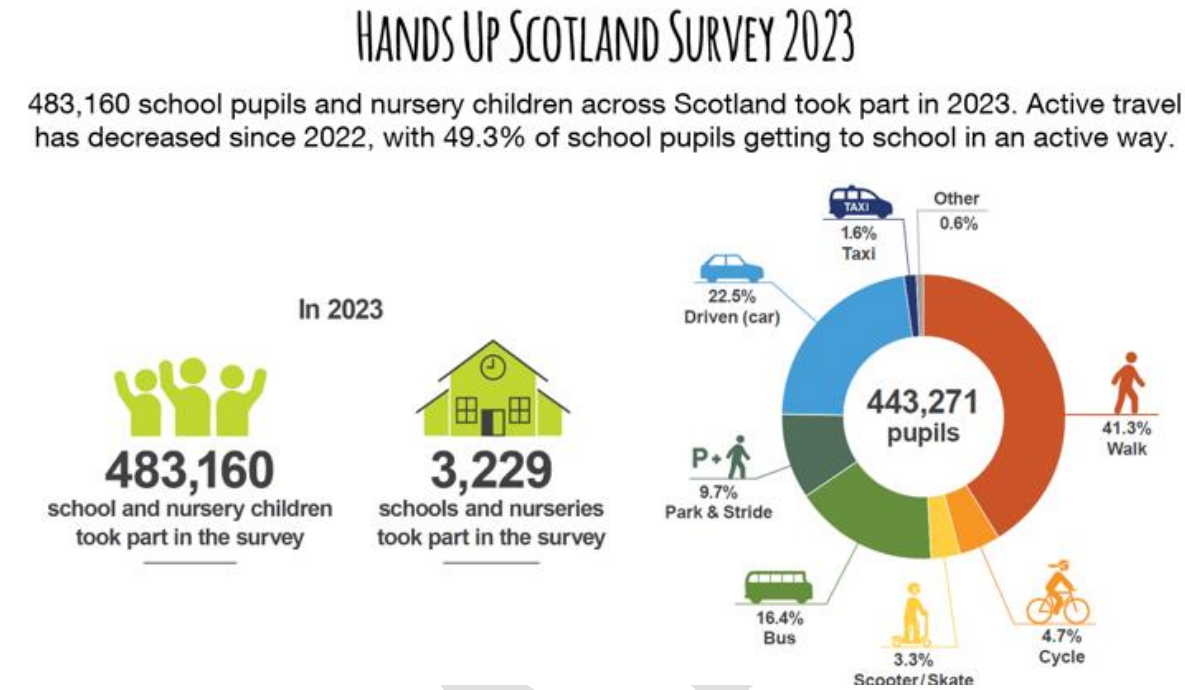


Figure 13: Extract from "Hands Up Scotland Survey 2023" data on travelling to school.

The Transport Scotland Transport and Travel in Scotland 2021 Household Survey includes 2021 data for Aberdeen for the following:

- Weekly cost of parking
- Weekly cost of public transport
- How easy or difficult people find it to afford transport costs
- Do transport costs affect which method of travel is used
- Number of days people travelled to work
- How often people use car for certain activities
- How easily people can do certain activities without a car
- Usual method of travel to further of higher education

Most of this information may be used as the basis for other existing documents and strategies that feed into the new plan process. The data present an insight into behaviour patterns nonetheless.

There is work underway with regards to Active Travel to School in Aberdeen. The Hands Up Scotland annual survey results are shown in the table below;

	Walk	Cycle	Scoot / skate	Park and Stride	Driven	Bus	Taxi	Other
2023	46.2%	3.9%	2.0%	10.5%	20.0%	15.8%	0.7%	0.9%
2022	49.0%	3.4%	2.3%	10.8%	19.8%	13.2%	1.1%	0.4%
2021	50.5%	4.5%	2.3%	10.3%	19.1%	12.2%	0.6%	0.5%
2020	50.7%	4.6%	2.1%	11.3%	16.7%	9.7%	1.4%	0.6%
2019	47.3%	4.5%	1.6%	9.9%	21.6%	13.2%	0.9%	1.1%

Table 16: Hands Up Scotland Survey Results for Aberdeen

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Public Transportation

Rail Travel

Aberdeen Station is central, adjacent to the bus station and within 5 minutes' walk of Union Street which has the highest frequency of bus routes and stops in the city. The station is connected by core paths from the north, south, east and west. Dyce Station is connected to an off road core path which connects Wellhead Drive in the south to the Formartine and Buchan Way heading north. There are regular buses which stop near the station. Potential changes to the A947 corridor near the station are covered earlier in the this document under 'Multi-Modal Corridor Studies'.

There is 1 train per hour to Edinburgh and 1 train per hour to Glasgow, both via Dundee. There is 1 train every 2 hours to Inverness via Elgin. There are a number of trains that serve Inverurie to the north west in Aberdeenshire and Montrose to the south in Angus. There are 3 trains a day to London via Edinburgh and a London sleeper train 6 days a week. The NESTRANS LDP Transport Evidence Review Appendices states, from its 2023 baseline data, that Aberdeen Station has 5011 daily boardings while Dyce Station has 957.

	Aberdeen Station	**Dyce Station**
Passengers (Entries and Exits April 2022 – March 2023)	1,961,414	260,000
Platforms	5	2
Seated Area	Yes, waiting room	Yes, shelters on platforms
Ticket Office	Yes, and machines	Machines only
Wi-Fi	Yes	Yes
Accessibility	Category A Station - Step free access to both platforms Staff help available 7 days a week.	Category A Station - Step free access to both platforms
Toilet	Yes, inc. accessible, baby changing and showers	No
Cycle Storage	80 sheltered stands	16 sheltered stands, lockers
EV Charge Spaces	2	2

Accessible Parking Spaces	10	3
Car Park Spaces	188	59

Table 17 : Summary of facilities available at Aberdeen Railway Station and Dyce Station.

The Regional Transport Strategy states that additional stations between Dyce and Laurencekirk would need 'options brought forward and business cases developed to ascertain viability'. A balance would have to be struck in terms of enabling further access to the railway while not jeopardising network capacity or restricting the speeds of express services. Consideration of possible station locations will require to link to Local Development Plan allocations, with a view to proposed developments being well served by rail as well as existing residential and industrial areas.

The reopening of the former Formartine & Buchan line to Fraserburgh and Peterhead, or alternatively just to Ellon, was appraised in 2016 by NESTRANS and both options found to be financially unviable. A new Sustainable Transport Study is being undertaken at present to reappraise feasibility. It is noted that the Formartine and Buchan way is currently a highly popular active travel route just as the Deeside Way, as a former rail line, is a popular active travel route (and part of the National Cycle Network, National Route 195).

There are rail freight terminals at Craiginches (north and south), Waterloo Quay and at Raiths Farm in Dyce. NESTRANS however recognise that commercial and other practical considerations currently limit the attractiveness of this mode to specific flows of freight such as bulk goods and supermarket multi-modal flows.

Bus Travel

The 2023 NESTRANS Comprehensive Travel Study noted that in Aberdeen:

- 4% of residents took a bus to the supermarket
- 22% of residents took a bus to the town or city centre
- 11% of residents took a bus for personal business
- 11% used the bus for day trips

The Travel Study noted also that for commuters in Aberdeen, 25% of workers who drove to work felt switching to bus would be easy; 55% felt it would be difficult, 15% felt it would be impossible (4% neither easy nor difficult).

The Aberdeen City and Aberdeenshire Bus Passenger Satisfaction survey includes a number of survey statistics including on personal safety at the bus stop/on the bus, information at the bus stop/on the bus, condition of the bus stop, comfort of bus, service frequency, wait times, ease of boarding, seat availability and a number of other areas.

Since January 2022, all young people and children aged 5-21 years can apply for a card to access the Young Persons' (Under 22s) Free Bus Travel Scheme. Access to free bus travel can improve opportunities in various areas, such as education, leisure, and work. Free bus travel also enables young people to travel more sustainably.

In 2023/24 the Council recorded that there were 1,286 bus stops in Aberdeen. A map showing the existing quantity of weekday buses in Aberdeen from the largest mainstream providers (First Bus and Stagecoach) can be found below. It shows that the best bus provision can be found in the city centre particularly along Union Street, King Street up to Bridge of Don, and Holburn Terrace with a loop around Bridge of Dee. There is also reasonable provision towards Bucksburn, Aberdeen Royal Infirmary, Altens/north of Cove, and along the River Dee to Peterculter. This is obviously subject to change at any given time but gives an idea of bus accessibility throughout the city.

First Bus and Stagecoach route maps are included within the evidence list. There are also long distance coach operators Scottish Citylink, Flixbus and Ember. Through these three operators there is a regular coach provision to destinations south of the city. Heading north west, the coach service is operated by Stagecoach connecting the communities between Aberdeen and Inverness.

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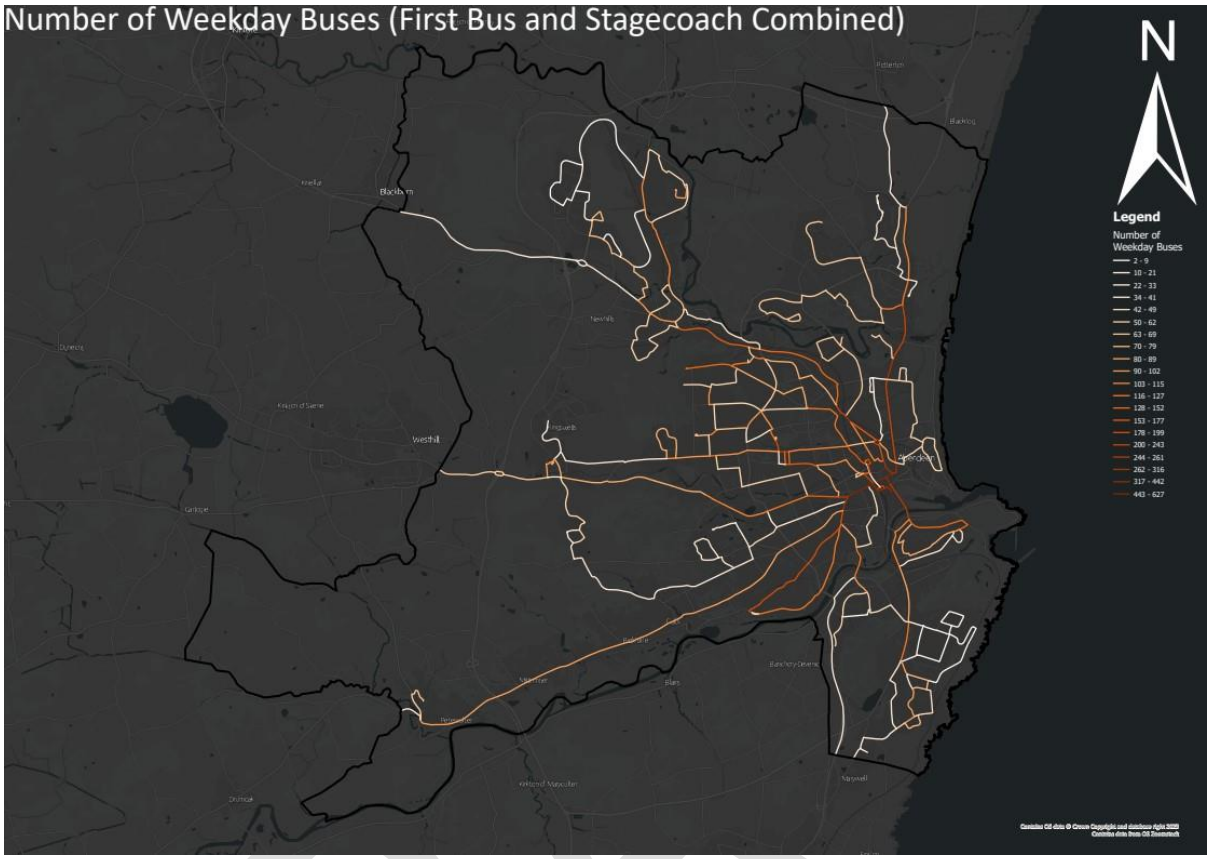


Figure 14: Map showing number of weekday buses, compiled by the Planning Service in 2023 using bus timetables at that time.

There has been a decline in estimated usage of nearly all park and ride sites in the north east apart from Kingswells. In that time services have been lost from sites most notably the re-routeing of the First Bus 1B service in August 2023 saw the service no longer stopping at the Bridge of Don site (prior to this count). An important part of maximising the bus park & ride sites is the vision for Aberdeen Rapid Transit with Bridge of Don, Kingswells and Craibstone likely to be key interchange points within the desired routeing.

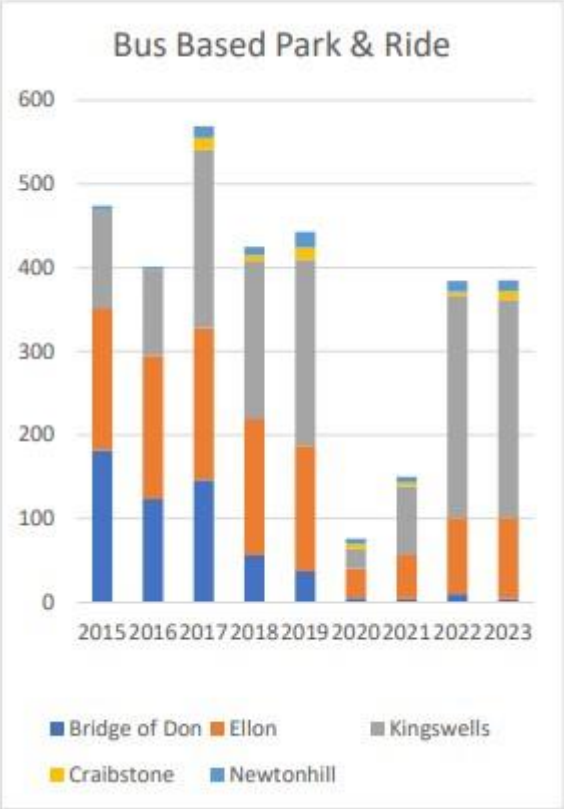


Figure 15: Bar chart of Park and Ride Counts included within NESTRANS 2040 Regional Transport Strategy

Aberdeen Rapid Transit

The delivery of Aberdeen Rapid Transit (ART) is a key policy to encourage bus patronage set out in the Regional and Local Transport Strategies, National Planning Framework 4 and Transport Scotland Strategic Transport Project Review 2. A map of the proposed routes can be found below.

It is anticipated to cover two key corridors linking Craibstone, the Airport and The Events Complex Aberdeen/P&J Live to Altens and the south via the City Centre and Westhill/Kingswells to Bridge of Don via the City Centre. Each of these corridors is anchored at each end by one of the region's existing or proposed park and ride sites.

Aberdeen Rapid Transit is planned to prioritise routes that connect people to the places they want to go to: key education, employment, healthcare, retail and leisure destinations, the airport and rail station, as well as the city centre. Aberdeen Rapid Transport will provide fast, frequent and reliable services, which could be delivered through a combination of dedicated bus lanes, off board fare collection, and fast and efficient boarding and alighting. It intends to provide high-capacity and high quality

vehicles, and journey times competitive to the private car, to provide an attractive way to travel, being accessible and easy to use.

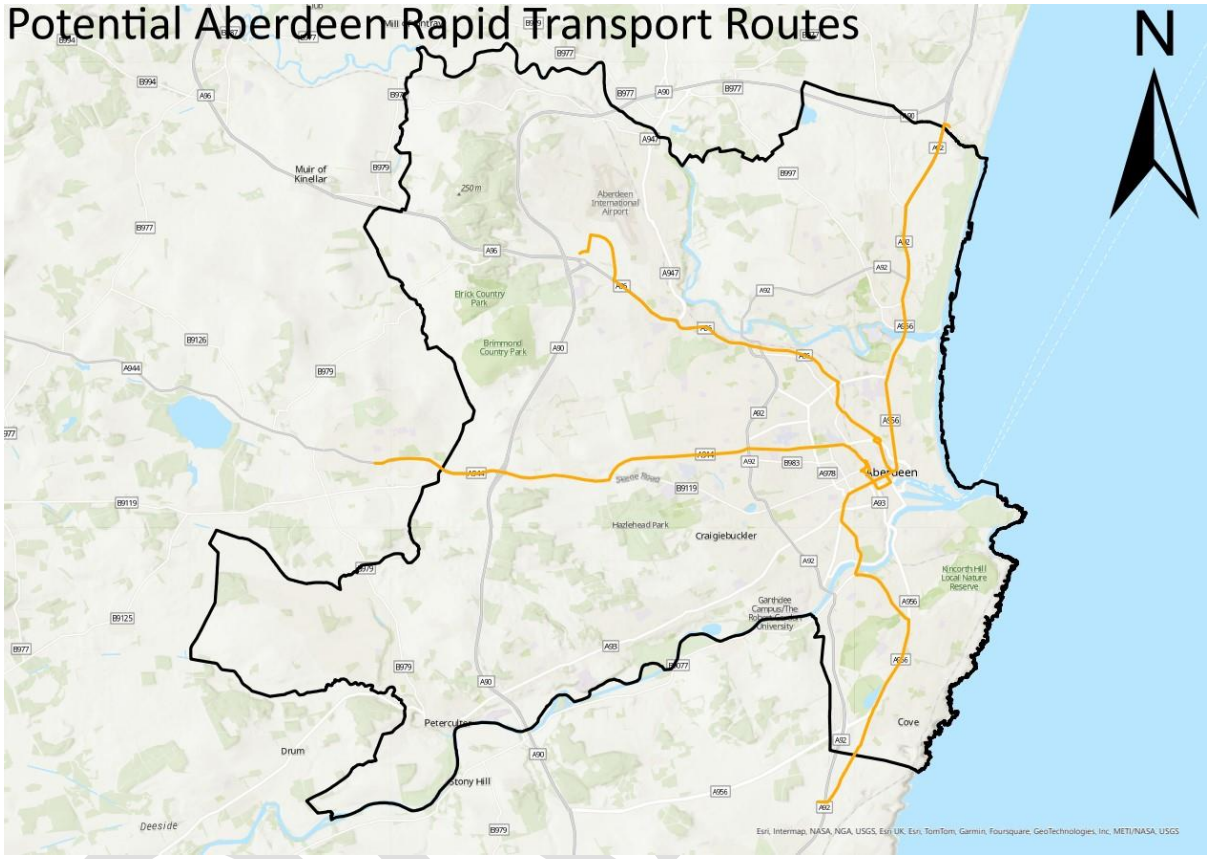


Figure 16: Potential Aberdeen Rapid Transit Routes.

At the time of writing, the Bus Partnership Fund had supported:

- Delivery of the South College Street Junction Improvements Project Phase 1 and associated City Centre Masterplan bus priority measures, which are an important first step towards delivery of ART;
- Aberdeen Rapid Transit Scottish Transport Appraisal Guidance (STAG) appraisal and business case development;
- Appraisal and business case development for the following transport corridors:
    - Ellon to Garthdee (A90/A92 North)
    - Inverurie to Aberdeen (A96)
    - Westhill to Aberdeen (A944/A9119)
    - Anderson Drive and The Parkway (A92)

- Laurencekirk to Aberdeen (A90/A92 South)

In December 2023, Transport Scotland announced a pause in the Bus Partnership Fund programme during 2024/25. As North East partners see merit in continuing with the development of these projects, in February 2024 the City Region Deal Joint Committee approved an allocation of £1,740,000 between 2024/25 and 2026/27 for progressing work on Aberdeen Rapid Transit and the associated corridor studies. This has allowed progress to continue, despite the pause in funding nationally, with a Strategic Business Case for ART currently being developed.

Bus Priority Routes

City centre accessibility is not just about allocation of blue badges for parking, it is about offering people reliable, convenient and efficient ways of getting to the centre of Aberdeen. The new road layout for bus priority is often referred to as bus gates. They prioritise bus travel in order to reduce congestion and therefore travel times and consequently encourage more people to use sustainable or active travel, which is one of the goals of the City Centre Masterplan. The removal of general through-traffic from these roads will also lead to an improved environment for pedestrians and cyclists, particularly considering the large volume of pedestrians travelling between Union Street and Union Square/railway and bus stations during the day. It could in the longer term lead to streetscape improvements.

There are further bus gates located outwith the city centre, again used to enhance bus reliability and travel time.

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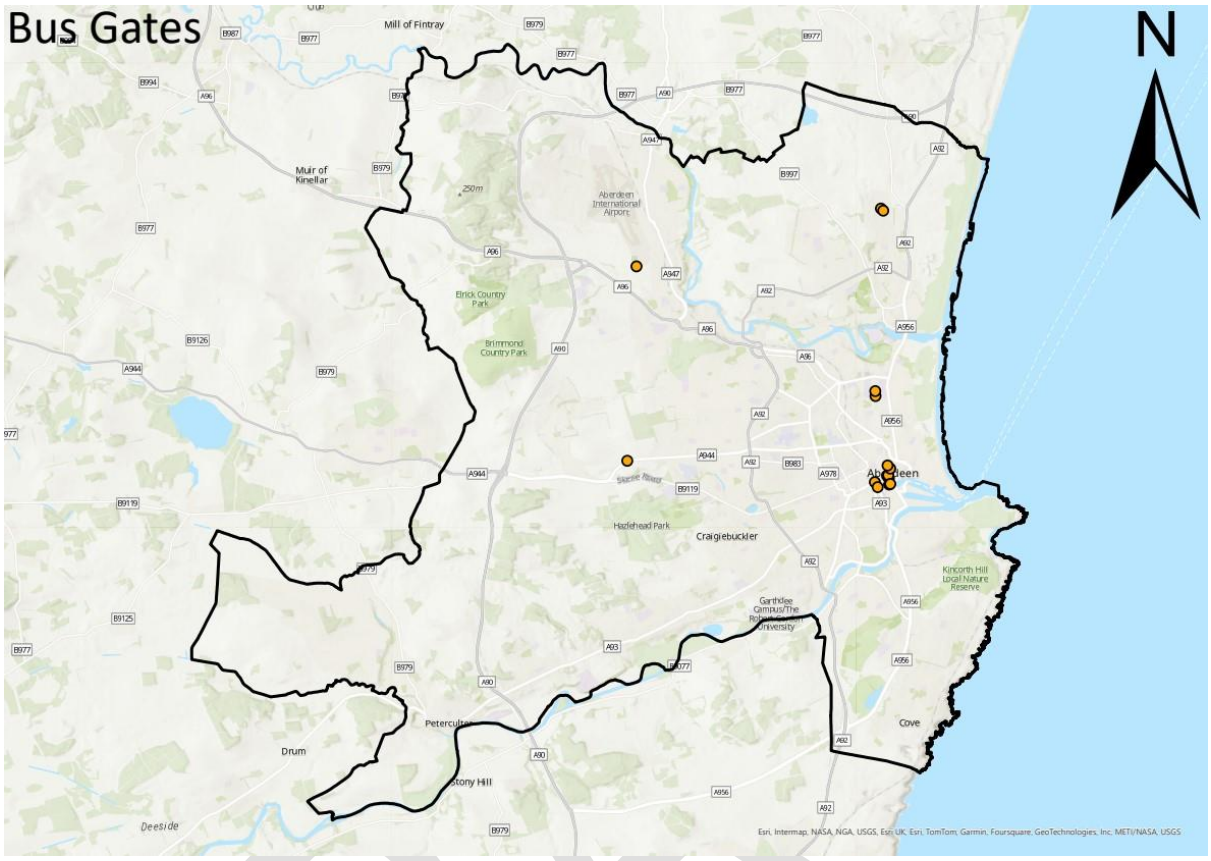


Figure 17: Map of locations of Aberdeen Bus Gates.

Private Car Usage

Car Use

For Aberdeen and Aberdeenshire (North East), the percentage mode share for 2022 demonstrates the current dependence upon private cars (see figure below). Inevitably, trips made by modes such as active travel will tend to be shorter trips and the Regional Transport Strategy seeks to encourage short trips to be made by such options. The Strategy also seeks to influence other policy documents such as Local Development Plans to enable shorter journeys to be available by ensuring compatible land uses, local retailing, jobs close to residences and other services within 20-minute neighbourhoods where viable. The estimates in the figure below show that compared to both the 2019 baseline and 2020 data, car driving is down from 74.5% in 2020 to 69.7% in 2022. Furthermore, bus travel has seen a return to the 2019 baseline (an estimated 12% of distance travelled).

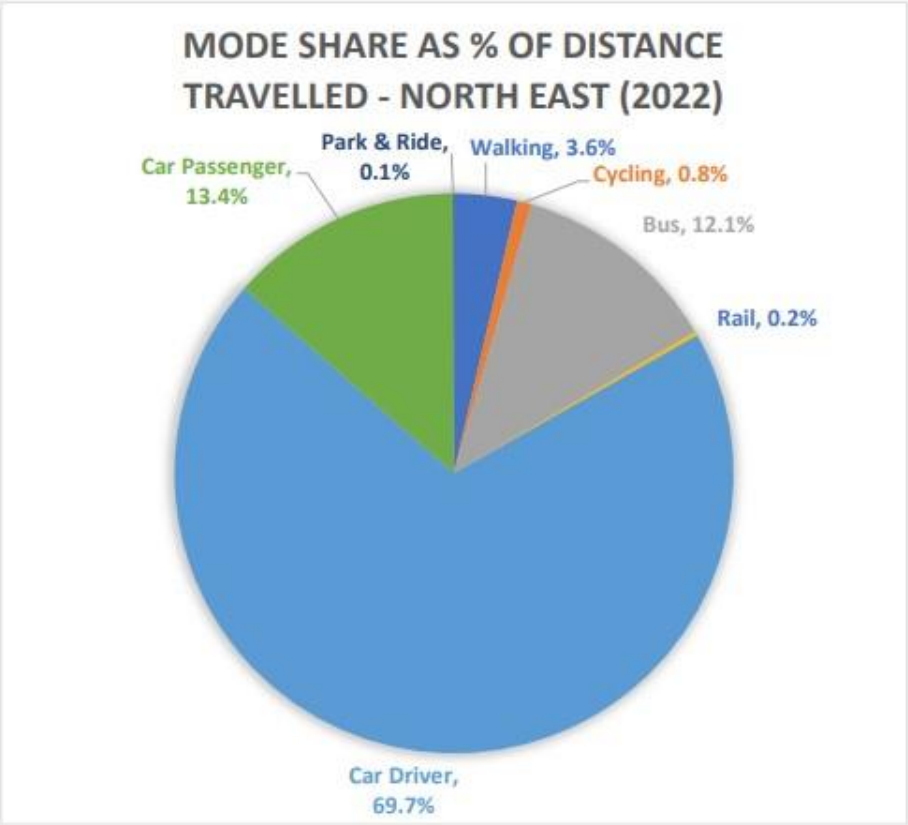


Figure 18: Mode Share as a % of distance travelled – North East (2022)

The 2023 NESTRANS Comprehensive Travel Study notes that 88% of residents in Aberdeen used a car at least once a week for travel and 85% of residents have access to a car. This percentage differs according to areas however, with 71% of residents who live in an area of highest deprivation based on the Scottish Index of Multiple Deprivation having access to a car or van, compared to 91% of residents in the least deprived areas. This disparity will have potential policy and spatial strategy implications for the new Local Development Plan, in particular with the implementation of Local Living and 20 Minute Neighbourhoods.

The Travel Study also notes the following for Aberdeen:

- 69% of residents use a private car to travel to work at least once a week.
- 77% of residents use a private car to travel to the supermarket at least once a year.
- 54% of residents use private car to travel to city centre or town centre at least once a year.
- 65% of residents use a private car to travel to escort children to school at least once a year.
- 69% of residents use a private car to travel for personal business at least once a year.
- 72% of residents use a private car to travel for day trips at least once a year.

Car Parking

A strategic car parking review for Aberdeen was undertaken in 2019. The data for the strategic car parking review has been refreshed, and the results are anticipated to be reported to committee in summer 2025, and will inform the refresh of the Local Transport Strategy. It is expected that a parking framework will be developed to consider car parking provision across the City. This is expected to sit beneath the updated Local Transport Strategy. Once developed, the Parking Framework may have implications for the next Local Development Plan.

The draft Local Transport Strategy 2023-2030 notes guaranteed parking at the end of a journey influences car ownership. Control and enforcement of car parking are set out as essential in the Local Transport Strategy for managing demand, congestion and the environmental impact of the car. The city centre has around 7,000 private non-residential parking spaces and over 13,000 Council owned pay and display spaces (12,000 on-street). To manage parking demand, the city has controlled parking zones (CPZ). The map of CPZs can be found below. The CPZs manage demand through a cost to park and restrictions to on street parking. The CPZs are situated in areas where there is high trip generation.

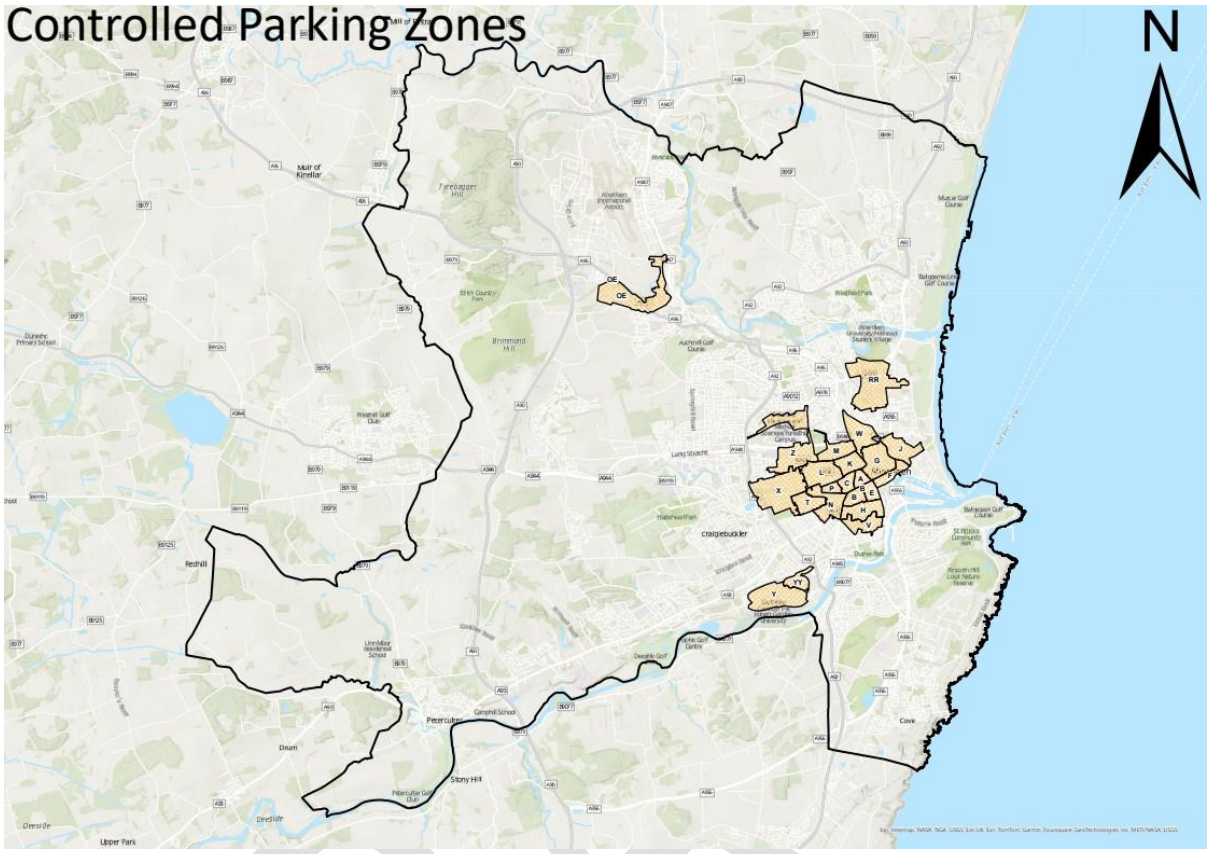


Figure 19: Controlled Parking Zones in Aberdeen.

Parking standards are set out in the Transport and Accessibility Aberdeen Planning Guidance. A benchmarking exercise found that the standards are similar in most regards to areas of Glasgow and Edinburgh which have medium or low accessibility which is deemed broadly appropriate given the characteristics of those cities (higher numbers of people, higher densities, more public transport options). At present there is a presumption in favour of no parking for new developments within the city centre, while areas of the 'inner city', which correspond roughly to the CPZ areas, have tighter parking measures for new development compared to the 'outer city' which takes in all other areas.

A key priority of the Regional Transport Strategy is to have a transport system that is accessible to all. The figure below shows the number of Blue Badges issued in the North East in recent years.

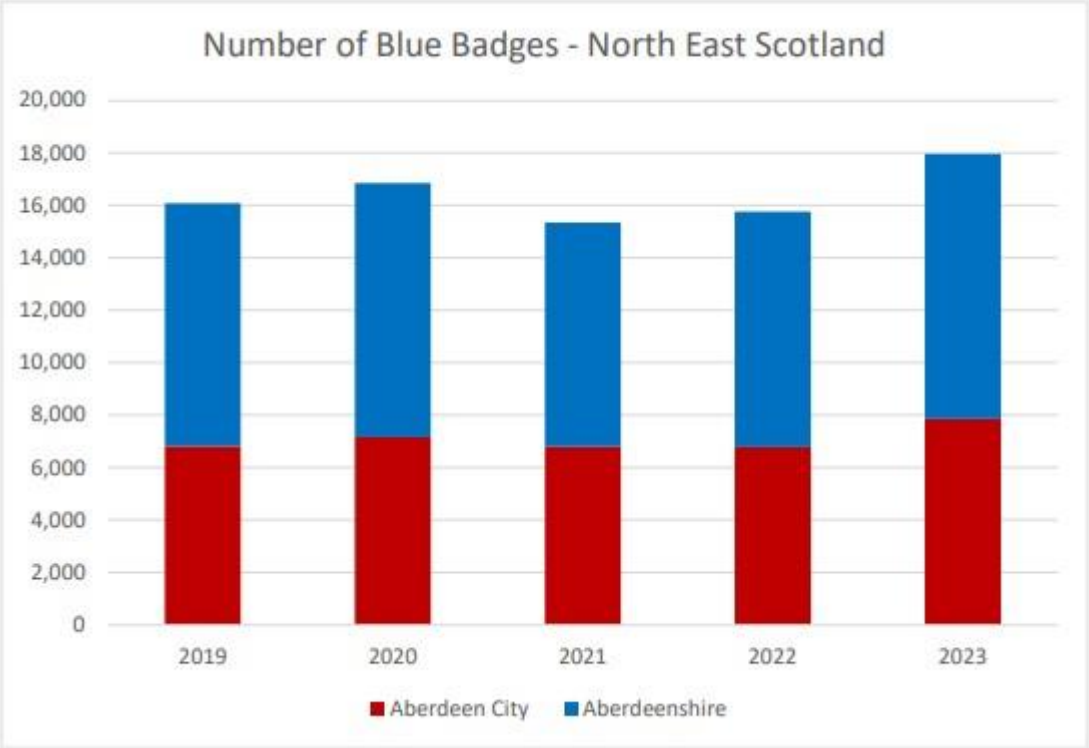


Figure 20: Blue Badge holders in Aberdeen and Aberdeenshire

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Electric Vehicle Charging

According to the Department for Transport there were around 1,500 licensed battery electric cars in Aberdeen in 2023 and around 2,400 in Aberdeenshire. Locations of public electric vehicle charging points can be found below.

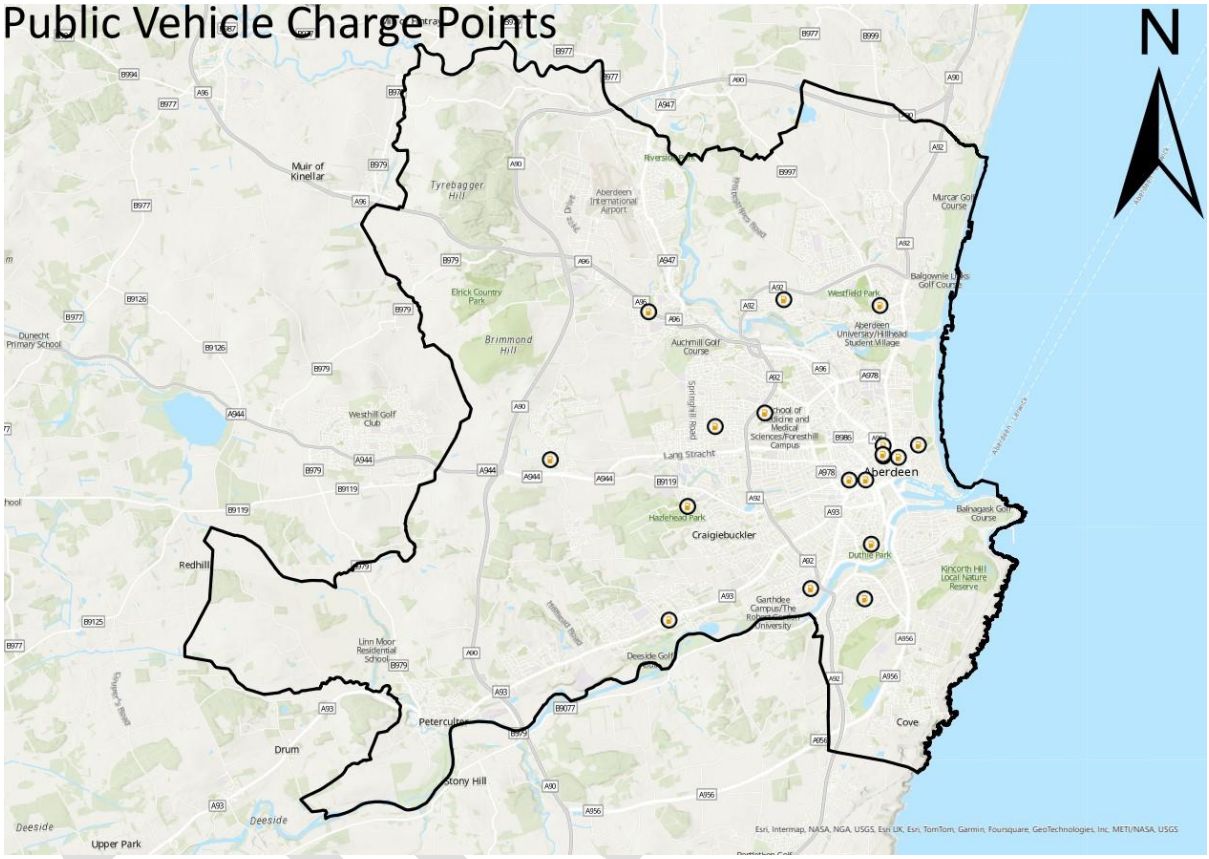


Figure 21: Public electric vehicle charging locations.

The Aberdeen Net Zero Mobility Strategy 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 Scottish Government has published new Building (Scotland) Regulations which include mandatory standards for electric vehicle charge points. Every building must be designed and constructed in such a way that provision for the charging of electric vehicles is made where car parking spaces are located within the building or the curtilage of the building. Exceptions apply to non-domestic buildings where ten or fewer car parking spaces are present and for alterations to or extensions to a building other than major renovation work.

The Aberdeen Electric Vehicle Framework informs the future plans and supporting infrastructure for electric vehicles in Aberdeen over the next 5-10 years. It includes the numbers and types of charge points needed to support the forecasted increase in electric vehicles and the most suitable locations. The Framework seeks to tackle perceived barriers to electric vehicle ownership. This includes how to best cater for those without off street parking, such as exploring piloting a residential charging trial within the city. The Framework is also intended to demonstrate to other organisations how much growing demand there is for electric vehicle charging and to therefore encourage others to install electric vehicle charge points. The Framework was approved in February of 2021. It is also backed up by an extensive Evidence Base and Baseline report.

Aberdeen City Council, Aberdeenshire Council and Moray Council have agreed to partner with an electric vehicle charging point provider to develop a network of charging points across the three Council areas. It is expected that a partnership will be formally in place in 2025. It is anticipated that the Electric Vehicle Framework may need to be refreshed after the partnership has been fully established.

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Other Travel Options

The Council has a contract with a car club operator and car clubs have dedicated bays around the city. The current car club locations can be found below.

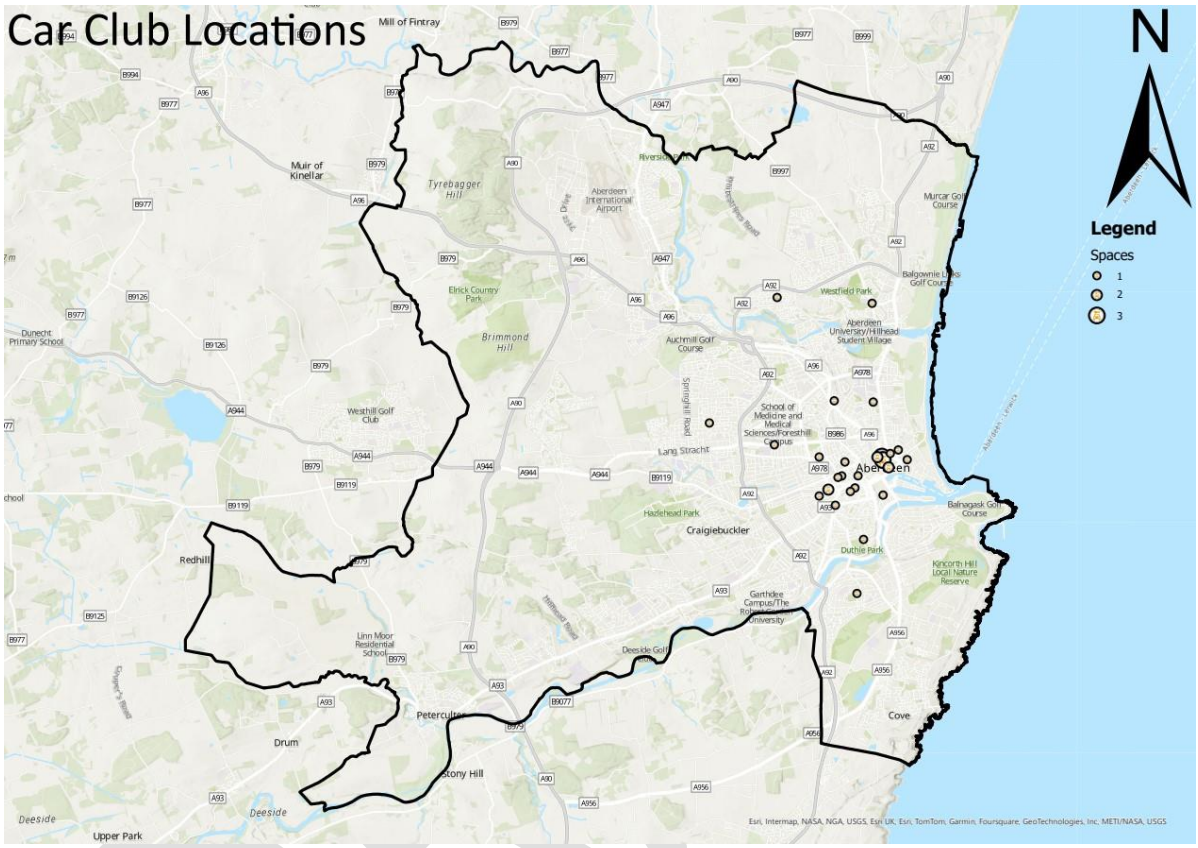


Figure 22: Car Club locations in Aberdeen.

The 2023 Draft Local Trasport Strategy continues to support the formation of new bays and associated infrastructure and the Transport and Accessibility Aberdeen Planning Guidance continues to promote car clubs as an option for developers.

The Council did have a contact in place with an ebike provider with locations throughout the city but this has recently been cancelled. The Council is seeking a new provider at the time of writing.

Ports and Airport

Port of Aberdeen
Port of Aberdeen is identified as a national development in National Planning Framework 4. The port's South Harbour will act as a cluster of port accessible offshore renewable energy research, manufacturing and support services, and cruise ships. The north harbour caters for passenger ferries as well as providing berthing and handling facilities for freight, oil and gas and other sectors.

External Transportation Links to Aberdeen South Harbour (ETLASH) project is being progressed by Aberdeen City Council, as Local Roads Authority and aims to improve access to the new Aberdeen South Harbour at the Bay of Nigg. The project is being jointly funded by both the UK and Scottish Governments as part of the Aberdeen City Region Deal.

Aberdeen International Airport
Aberdeen Internation Airport served nearly 3 million passengers in 2019. It employs around 85 people directly but supports more than 3,400 jobs. The Airport is served by a specific bus route, and NESTRANS is exploring means of enhancing public transport connectivity through Aberdeen Rapid Transit. Destinations include Bergen, Stavanger, Copenhagen, London Heathrow/Gatwick/Luton, Wick, Orkney and Shetland. There are more than 100 destinations and a destination map is included in the evidence list. In the current delivery programme, it states that the Airport can accommodate the predicted growth in passenger numbers within its existing footprint. However, the document also mentions aspirations still exist for a possible runway extension. Developments at the airport are possibly subject to change in the future due to new ownership.

Linked to the airport is the current 727 bus service, operated by Stagecoach which provides connection between the airport and city centre. Some of the services also provides connectivity to the ferry terminal. The desired routeing for Aberdeen Rapid Transit (ART) currently includes the airport.

A map of the airport and its safety zones can be found below. Further information can be found in Topic Paper: Wellbeing and Communities

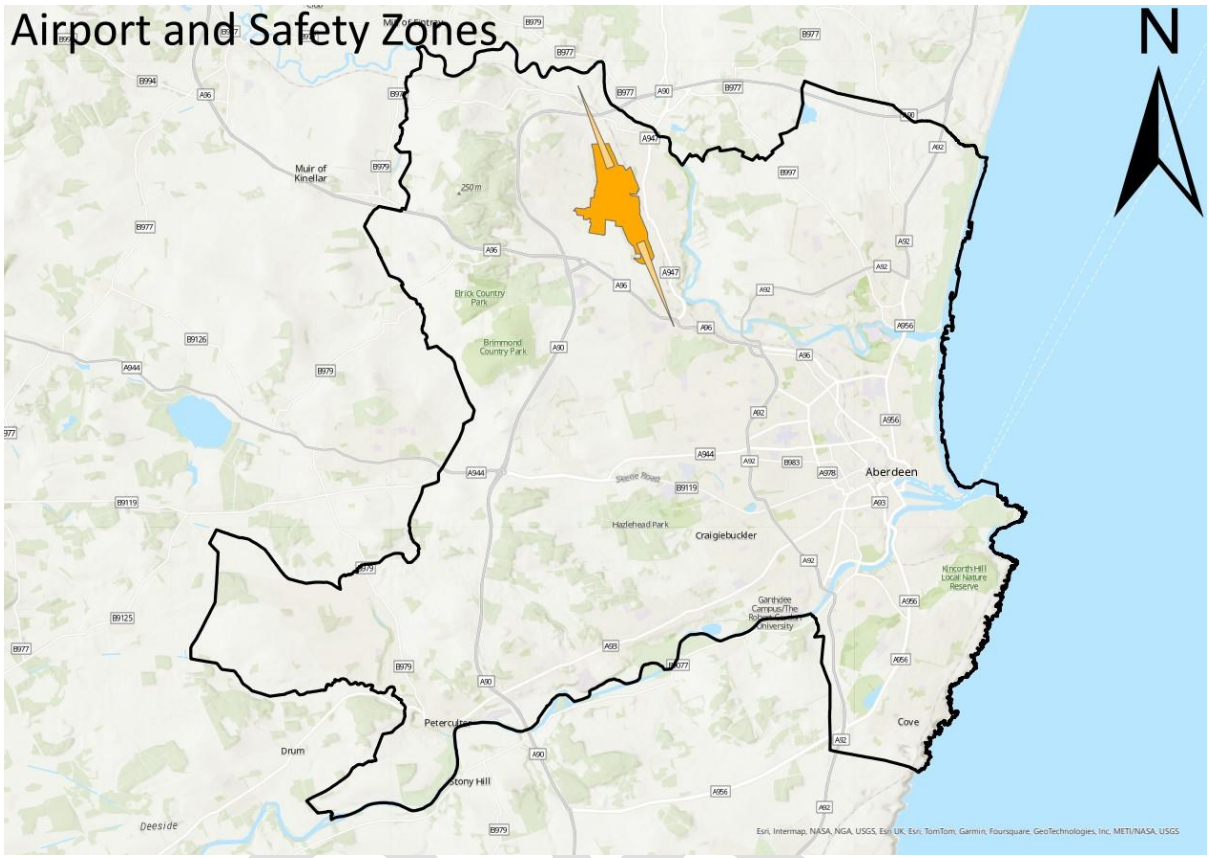


Figure 23: Map showing location of Aberdeen Airport and the airport safety zones.

SEPA Evidence Sources

Scottish Environment Protection Agency (SEPA) have provided a list of evidence sources for each National Planning Framework 4 topic. With regards to Sustainable Transport, a CO2 Emissions tool and a UK emissions map have been included. Such information informs wider strategies and so it is not necessary to outlay in detail within the evidence report. Further discussions with SEPA have highlighted the need to include further reference to air quality in view of the fact that road traffic is primarily responsible for the areas of poor quality in Aberdeen (See Air Quality Management Areas in evidence, Aberdeen City Centre AQMA). Department for Environment, Food and Rural Affair's Air Quality Action Plan webpage has been listed as a source at SEPAs request. It is noted that sustainable transport measures will have positive impacts on local air quality and as a result contribute significantly to the NPF4 "Liveable Places" theme. In addition to these documents on air quality, The Scottish Government's Cleaner Air for Scotland 2 is shaped around 10 themes which are relevant to air quality (including placemaking and transport). The themes include specific actions which seek to improve air quality. Please see Topic Paper: Wellbeing and Community for further information on air quality.

Place Standard Assessments

Between 5 October and 6 November 2023, 470 participants took part in online and six in person Place Standard assessments for Community Planning. The full results and more information on this are found in the Place Topic Paper. The Place Standard assess places and is split into 14 themes. Places are assessed, awarded a score out of 7, and people asks for comment on what is good now and what can be improved about their local area.

The results for Aberdeen are split into north, south and central, with "all" noting where these comments were present on all three areas. The results from the Place Standard are paramount for assessing quality of place and understanding the positive and negative perception of local areas. The Place Standard assessments were completed with adults and children. The traffic and parking, moving around and public transport themes of the Place Standard are relevant here. The results are as follows:

Theme	Mean Score
Public Transport	3.98
Moving Around	3.86
Traffic and Parking	3.36

Table 18: Scores from Place Standard Assessment

Place Standard Theme	"Good" now	"Improve" for the future
Public Transport	• The frequency and reliability of bus services. (Central) • The accessibility of the bus services. (Central) • Greener buses (North and Central) • Cleanliness and good upkeep of buses (South) • Traffic management has prioritised buses and made them a more attractive option (North)	• Increase frequency, timing, direct routing and reliability of public transport (All) • Affordability of public transport - transport poverty (All)
Moving Around	• Suitability and availability of good paths for walking. (All) • Good public transport and transport links, especially frequent bus services. (All) • Good cycling routes (All) • Improved pedestrianization, as well as reductions in congestion (Central)	• Improve maintenance to pavements, and reduce clutter, better gritting in winter (All) • Improve maintenance to roads – potholes, drains, lighting (All) • Improve public / active travel choice and infrastructure (increase routes and frequency(North and Central) • Improve access – dropped kerbs (South) • Improve cycle route, safer cycle lanes and better signage (South) • Improve connections between walking routes (south) • Increase pedestrian crossings (South)
Traffic and Parking	• Decent provision of parking spaces and well signposted (All) • There are environmentally friendly options available (car clubs and park and ride. (North)	• Improve car parks – safety, lighting, signage, maintenance (North and South) • Availability and cost of car parking, particularly in the city centre (All)

	• Less congestion as a result of taking cars out of the city centre, as well as there being good access to the City (South) • Able to get around easily by car (North)	• Enforcement of illegal, parking, obstructions and speeding offences (All) • LEZ is not welcome and will have a negative impact on those with disabilities (North) • Reducing car use as there is too much traffic and congestion (Central) • Remove the bus gates (Central)

Table 19: Comments relating to good aspects and what can make Aberdeen better. Summary of Community Planning Aberdeen's Local Outcome Improvement Plan and Locality Plans for North, South and Central Refresh Engagement Report 2023.

The children and young people results are as follows:

Place Standard Theme	Not Good	Okay	Great
Moving Around	23.4%	66.0%	10.6%
Public Transport	19.6%	56.5%	23.9%
Traffic and Parking	30.4%	63.0%	6.5%

Table 20: Childre and Young Peoples Scores

Place Standard Theme	What is good now?	Percentage	What would make it better?	Percentage
Moving Around	Plants and nature	16%	Bright lighting	22.6%
	Interesting walking and wheeling routes	15.1%	Feeling safe	19.8%
	Signs to find your way	14.2%	Interesting walking and wheeling routes	15.1%
Public Transport	Free bus travel	33%	Reduced cost of buses for the adults in my life	24.5%
	Stops or stations nearby	21.7%	Timetable information	19.8%
	Travel apps	11.3%	Shelter from the weather	17.9%

Topic 4: Sustainable Transport

Place Standard Theme	What is good now?	Percentage	What would make it better?	Percentage
Traffic and Parking	Places to cross	18.9%	Better places to cross	23.6%
	Quiet streets	16%	Less speeding	19.8%
	None of these	13.2%	More bike lanes	17.9%

Table 21: Top 3 responses for 'What is good now' and 'What would make it better?' Extract from Community Planning Aberdeen's Local Outcome Improvement Plan and Locality Plans for North, South and Central Refresh Engagement Report 2023.

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Summary of Implications for Proposed Plan

Aberdeen and Aberdeenshire share a significant number of transport considerations. A joint Transport Appraisal, led by NESTRANS and advised upon by Transport Scotland, will be prepared in order to inform the Proposed Plan, particularly the spatial strategy.

The Proposed Plan will be based on an integrated infrastructure first approach and set out the transport infrastructure requirements to deliver the spatial strategy.

The Proposed Plan must align with the relevant strategic goals of National Planning Framework 4, National Transport Strategy 2, NESTRANS Regional Transport Strategy and Aberdeen Local Transport Strategy.

The Proposed Plan will be informed by the National Planning Framework 4 National Spatial Strategy (spatial principles) - local living and compact urban growth, and by National Planning Framework 4 Regional Spatial priorities for the North East; Aberdeen Rapid Transit, National Walking, Cycling and Wheeling Network and Aberdeen Harbour.

With a detailed policy now included in National Planning Framework 4, consideration will need to be given on the continued need or amendment of local policies on this topic.

The Proposed Plan will take account of the delivery of the Aberdeen City Centre and Beach Masterplan.

The findings of the A96 Corridor Studies will have implications for the Proposed Plan. The findings of the studies will be incorporated into the Transport Appraisal and to ensure that development proposed within the Local Development Plan supports the delivery of any transport interventions which are taken forward.

The findings of the A96 Corridor Review will be used to inform Proposed Plan site selection.

To ensure development is directed to locations with access to the most sustainable modes of transport, site selection assessments will include consideration of:

- Public transport availability and future planned public transport provision;
- Active travel infrastructure;
- Proximity to existing centres and clusters of existing services and facilities
- Proximity to existing areas of employment
- Any capacity constraints on the road networks

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- EV charging infrastructure

Marmot Principles

Aberdeen, along with North Ayrshire and South Lanarkshire, has been confirmed as one of three Marmot Places in Scotland. Aberdeen will seek to embed the eight Marmot Principles within the Proposed Plan. The table below identifies where the topic paper align with the Marmot Principles.

Principle	**Potential implication for the Plan**
Give every child the best start in life.	X
Enable all children, young people and adults to maximise their capabilities and control over their lives.	X
Create fair employment and good work for all.	X
Ensure a healthy standard of living for all.	X
Create and develop healthy and sustainable places and communities.	X
Strengthen the role and impact of ill health prevention.	X
Tackle racism, discrimination and their outcomes.	X
Pursue environmental sustainability and health equity together.	X

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