Public Document Pack

To: Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Fairfull, Farquhar, Henrickson, Hutchison, Lawrence, Macdonald, Massey, McRae and van Sweeden.

Town House,
ABERDEEN, 21 August 2023

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

The Members of the **NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE** are requested to meet in the **Council Chamber - Town House on TUESDAY, 29 AUGUST 2023 at 10.00 am. This is a hybrid meeting and Members may also attend remotely.**

The meeting will be webcast and a live stream can be viewed on the Council's website. https://aberdeen.public-i.tv/core/portal/home

JENNI LAWSON
INTERIM CHIEF OFFICER – GOVERNANCE (LEGAL)

B U S I N E S S

NOTIFICATION OF URGENT BUSINESS

1.1. There are no items of urgent business at this time

DETERMINATION OF EXEMPT BUSINESS

2.1. There are no items of exempt business at this time

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

3.1. Members are requested to intimate any declarations of interest

DEPUTATIONS

4.1. There are no requests for deputation at this time

MINUTE OF PREVIOUS MEETING

5.1. Minute of Previous Meeting of 20 June 2023 - for approval (Pages 5 - 10)

COMMITTEE PLANNER

6.1. Committee Business Planner (Pages 11 - 20)

NOTICES OF MOTION

7.1. There are no Notices of Motion at this time

REFERRALS FROM COUNCIL, COMMITTEES & SUB COMMITTEES

8.1. There are no referrals at this time

PERFORMANCE AND RISK

9.1. Net Zero, Environment and Transport Performance Report - COM/23/227 (Pages 21 - 38)

9.2. Annual report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner - RES/23/226 (Pages 39 - 54)

NET ZERO, ENVIRONMENT AND TRANSPORT

10.1. Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 - Public Advert) - RES/23/240 (Pages 55 - 92)

10.2. Draft Aberdeen Local Transport Strategy (2023-2030) - COM/23/235 (Pages 93 - 726)

10.3. North East Scotland Roads Hierarchy - RES/23/165 (Pages 727 - 754)

10.4. Aberdeen City Council Road Safety Plan 2023 to 2030 - RES/23/239 (Pages 755 - 826)

10.5. Roads Winter Service Plan 2023-2024 - RES/23/230 (Pages 827 - 942)

IIAs related to reports on this agenda can be viewed here

To access the Service Updates for this Committee please click here

Website Address: aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Steph Dunsmuir, sdunsmuir@aberdeencity.gov.uk

This page is intentionally left blank

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

ABERDEEN, 20 June 2023. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. Present:- Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Fairfull, Farquhar, Henrickson, Hutchison, Lawrence, Macdonald, Massey, McRae and van Sweeden.

The agenda and reports associated with this minute can be located here.

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

AWARDS

1. The Convener advised Committee that the Council had won Planning Authority of the Year and the 'Best Plan' award for the Net Zero Aberdeen Routemap at the Royal Town Planning Institute Scotland Awards, and had been shortlisted for the City Centre and Beach Masterplan.

The Committee resolved:-
to congratulate officers on their success at the awards.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

2. Following mention of NHS Grampian during the discussion of item 10.1 (Den Burn Restoration Project Update), the Convener, for reasons of transparency, advised that he was a member of the Board of NHS Grampian but did not consider that this amounted to an interest which required to be declared, nor would prevent him from participating in the item.

MINUTE OF PREVIOUS MEETING OF 9 MAY 2023

3. The Committee had before it the minute of its meeting of 9 May 2023 for approval.

The Committee resolved:-
(i) to note that the service update in respect of any available data on bus patronage had not yet been circulated to Members, and that the Chief Officer – Strategic Place Planning would liaise with colleagues to ascertain if this could be provided;
(ii) to note that the Clerk would include any service updates requested at the end of the business planner for future meetings to allow Members to track what was expected; and
(iii) to approve the minute as a correct record.

Net ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
20 June 2023

MINUTE OF SPECIAL MEETING OF 24 MAY 2023

4. The Committee had before it the minute of its special meeting of 24 May 2023 for approval.

The Committee resolved:-
(i) to note that the Clerk would ascertain whether the various pieces of information requested at the special meeting were available to be circulated to Members; and
(ii) to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

5. The Committee had before it the planner of committee business as prepared by the Interim Chief Officer – Governance (Legal).

The Committee resolved:-
(i) to note the reasons outlined in the planner for the delay to items 6 (Road Safety Plan 2023-2027), 7 (A92 Haudagain Improvement – Detrunking Settlement) and 14 (Annual Committee Effectiveness Report);
(ii) to note that officers would provide an update on the next meeting on item 8 (Building Performance Criteria – Energy Efficiency) which would outline when the work was expected to be undertaken;
(iii) to note that officers would ensure that item 10 (Ellon Park & Ride to Garthdee Transport Corridor Study) and item 23 (A92 Bridge of Don to Bridge of Dee) were worked on and considered together as far as possible;
(iv) to note the update provided by the Roads and Infrastructure Manager in relation to TECA and that an update report on TECA, what remained to be done, and the current issues would be presented to Committee in August, with a full report on any controlled parking zone at a later date;
(v) in relation to item 20 (North East Scotland Roads Hierarchy), to note that the Chief Officer – Strategic Place Planning would liaise with colleagues to ascertain when the communication and awareness-raising mentioned in the planner was expected to take place;
(vi) in relation to item 36 (Infrastructure improvements to support increased numbers of Electric Vehicles (EV) within the Council fleet), to note (a) that officers were monitoring any learning points from the introduction of the Low Emission Zone in Glasgow, however a number of the Council's vehicles already met the requirements of the LEZ; and (b) that officers would report back to a future Committee on the joint procurement exercise being undertaken in relation to EV infrastructure;
(vii) in relation to item 41 (Aberdeen Hydrogen Integration – Governance), to note that the Chief Officer – Strategic Place Planning would liaise with the Chief Officer – Corporate Landlord to provide an update to Members on the work being undertaken in this area; and
(viii) to otherwise note the planner.

Net ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE
20 June 2023

NET ZERO, ENVIRONMENT AND TRANSPORT PERFORMANCE REPORT - COM/23/160

6. The Committee had before it a report by the Director of Commissioning which presented an update on the status of appropriate key performance measures relating to the services falling within its remit.

The report recommended:-
that the Committee note the report and provide comments and observations on the performance information contained in the report and Appendix A.

The Committee resolved:-
(i) in relation to page 36 of the report and the A, B, C class and unclassified roads performance indicators, to note that officers would provide an indication of the road lengths for each category in future reports;
(ii) to request that officers include information in future reports on the percentage of waste going to the Energy from Waste facility;
(iii) to note that the Chief Officer – Operations and Protective Services would ask the Waste and Recycling Manager to provide information to Members outwith the meeting in respect of (a) waste tonnage and whether this was reducing or not, and (b) the expected tonnage going to the Energy from Waste Facility and how that compared to tonnage overall;
(iv) to request that a service update be provided to Members outwith the meeting on the uptake for the reuse facility at Hazlehead Recycling Centre and any plans to expand the facility elsewhere; and
(v) to otherwise note the report.

DEN BURN RESTORATION - FUNDING UPDATE - COM/23/175

7. With reference to article 5 of the minute of its meeting of 10 January 2023, the Committee had before it a report by the Director of Commissioning which provided an update on progress in securing funding to develop and deliver the Den Burn Restoration, and sought approval to enter into the Memorandum of Understanding with SEPA to further develop the project.

The report recommended:-
that the Committee -
(a) note the success of funding secured to date and instruct the Interim Chief Officer - Governance following consultation with the Chief Officer -Strategic Place Planning to enter into a Memorandum of Understanding with SEPA detailing how Aberdeen City Council and SEPA will work together to try to further develop the project; and
(b) instruct the Chief Officer – Strategic Place Planning to (a) continue to seek additional funding; (b) evolve the project scope in line with available funding; and (c) report back to Committee once the required funding has been secured.

The Committee resolved:-
to approve the recommendations.

ROAD SAFETY BUDGET PROGRAMME 2023-2024 - RES/23/164

8. With reference to article 12 of the minute of its previous meeting, the Committee had before it a report by the Director of Resources which outlined the remaining proposed Road Safety programme for the approved 2023/2024 capital budgets, and sought approval for the schemes detailed in the report and associated appendix.

The report recommended:-
that the Committee –
(a) approve the schemes listed in appendices A & B as the detailed proposals for expenditure within each budget heading; and
(b) instruct the Chief Officer - Operations and Protective Services, following consultation with the Head of Commercial and Procurement Service, to undertake or instruct appropriate procedures in accordance with the Council's procurement regulations to procure the works referred to in the appendices for the Road Safety and Road Safety Infrastructure funds as part of the capital budget programme for the financial year 2023/24 and award contracts relating thereto.

The Committee resolved:-
(i) in relation to RS03 (Road Safety Promotion), to suggest that the Roads Team could also liaise with Police Scotland in respect of the Junior Cop initiative which had been discussed at the Communities, Housing and Public Protection Committee;
(ii) in relation to RS05 (Driver Education) - Implementation of vehicle activated signs at existing and new sites, to request that officers circulate information on the selected sites to Members outwith the meeting, once these were determined; and
(iii) to approve the recommendations.

VALEDICTORY

9. The Convener brought the meeting to a close by advising Members that it was the last meeting that Mr Doug Ritchie, Roads and Infrastructure Manager, would be attending prior to retiring from Aberdeen City Council. He paid tribute to Mr Ritchie's patience, professionalism, and commitment to making a difference in the city, noting that he would be sadly missed.

Councillor Macdonald echoed the Convener's comments, paying tribute to Mr Ritchie's sheer hard work and his selfless public servant attitude. She added that he had made a real difference to the Council and had helped her greatly in her previous role as Transport Spokesperson.

Councillor Massey added that Mr Ritchie had been exceptionally helpful to him in his role as a new Councillor in assisting him with roads queries and helping him to understand the context in which the service operated.

The Committee wished Mr Ritchie well in his retirement.

- **COUNCILLOR IAN YUILL, Convener**

This page is intentionally left blank

	A	B	C	D	E	F	G	H	I	J
1	**NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE BUSINESS PLANNER** The Business Planner details the reports which have been instructed as well as reports which the Functions expect to be submitting for the calendar year.									
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
3	**29 August 2023**									
4	Road Winter Service Plan	To present the Road Winter Maintenance programme every September.		Paul Davies	Operations and Protective Services	Resources	8	Mobility		
5	Road Safety Plan 2023-2027	To be presented every second year - noted at November 2022 Net Zero, Environment & Transport Committee that the report would be presented to January 2023 meeting instead of August 2023, with reporting moving to January annually thereafter - delayed to August 2023 due to issues with accessing the data		Vycki Ritson / Naomi McRuvie	Operations and Protective Services	Resources	8	Mobility		
6	Building Performance Criteria - Energy Efficiency	Council 28/2/22 - to instruct the Chief Officer - Corporate Landlord within the context of available funding, to update the Council's Building Performance criteria to ensure that it is compliant with Scottish Government's voluntary Net Zero Public Buildings Standards for all new build or significant refurbishment projects and to seek funding opportunities to upgrade existing building stock, including all required feasibility assessments to allow the building assets to meet Energy Efficiency Standard for Social Housing (EESH2), or to reduce carbon usage within the portfolio and create pathways to Net Zero, and report back to the City Growth and Resources Committee on progress before March 2023 NZET Committee 20/6/23 - to note that officers would provide an update on the next meeting on item 8 (Building Performance Criteria – Energy Efficiency) which would outline when the work was expected to be undertaken	Corporate Landlord working with Capital Design Team to incorporate the voluntary Net Zero Public Buildings Standards into new builds and reviewing the existing Building Performance criteria to identify areas where the new standard can be introduced and areas where the Council will need to invest further to meet the requirements of the standard. Work underway to collate data required to undertake a full review of the Council's housing stock to determine EESH2 compliance and the pathway to net zero for these existing housing.	Stephen Booth / Mai Muhammad	Corporate Landlord	Resources	1	Building, Heat & Infrastructure	D	A service update was circulated to Members on 10 August outlining the work undertaken to date. The update advised that a report would be available for Committee in early 2024/ Spring 2024
7	Ellon Park & Ride to Garthdee Transport Corridor Study (Bus Partnership Fund)	City Growth & Resources Committee on 3/2/22 agreed to instruct the Chief Officer - Strategic Place Planning to report back to this Committee with the Outline Business case and next steps by December 2023.	This is a Bus Partnership Fund project we plan to bring to NZET Committee in either June or August	David Dunne	Strategic Place Planning	Commissioning	8	Mobility	D	Information is still awaited from Transport Scotland therefore this report will not be available for the August Committee
8	Annual Report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner.	To update the Committee on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination sections following the publication of the annual performance report by the Scottish Roadworks Commissioner		Kevin Abercrombie	Operations and Protective Services	Resources	7	N/A		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
9	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
10	Pay and Display Policy - Notice of Motion by Cllr Malik	Net Zero, Environment & Transport - 09/05/23 - to agree the Notice of Motion and to instruct the Chief Officer - Operations and Protective Services to bring forward a report to the Net Zero, Environment and Transport Committee as soon as possible on the feasibility of changing the current pay and display policy with options and estimated cost implications.		Vycki Ritson	Operations and Protective Services	Resources	8	N/A	D	Officers have requested that this item be delayed a cycle to allow for further data to be collated which will feed into the report
11	Single Use Vapes - Notice of Motion by Cllr van Sweeden	Net Zero, Environment & Transport - 09/05/23 - to Instruct the Chief Officer – Strategic Place Planning to report to the Net Zero, Environment and Transport Committee outlining any policy implications of a ban for the Council and to prepare a Council communications campaign highlighting the environmental and health impacts of single-use vapes		David Dunne	Strategic Place Planning	Commissioning	TBC	TBC	D	The report will be presented to the October NZET committee to allow cross service input on policy implications to be collated.
12	Traffic Management Measures for TECA site	To advise of the functionality and success of the measures installed within and around the TECA site, this being based on a review from the events held to date. Service updates were issued in November 2020 and May 2021 to outline the delay. The instruction from committee was to report back after 1 year of facility opening. Due to the COVID and slow return to those traveling by bus and other public transport, required surveys have not been able to be concluded. Work currently ongoing with staff at TECA to monitor parking and travelling behaviours during the 2022 summer/autumn events. These additional surveys will be required between now and December 22, during which some larger events will take place. Report unlikely to return to committee until May 2023.Temporary Traffic Regulation Orders will be extended to maintain current restrictions, and additional restrictions will be introduced for any event that may require them in the interim.	NZET 20/06/23 - to note the update provided by the Roads and Infrastructure Manager in relation to TECA and that an update report on TECA, what remained to be done, and the current issues would be presented to Committee in August, with a full report on any controlled parking zone at a later date	Vycki Ritson	Operations and Protective Services	Resources	8	Mobility	D	Officers have requested that this item be delayed a cycle to allow for data to be collated from Offshore Europe to feed into the report
13	A92 Haudagain Improvement – Detrunking Settlement	To present the details of the final settlement for the remaining sections of Trunk Road on Anderson Drive / Great Northern Road and Auchmill Road. Contractor working on the Haudagain Improvement for Transport Scotland failed to complete the scheme before 31/3/2022. Although the scheme opened 16/5/22, this means that the earliest the old Trunk Road will be detrunked is 31/3/2023. Officers expect that this report will not come back to committee until May 2023 at the earliest		Neale Burrows	Operations and Protective Services	Resources	8	Mobility	D	Information is still awaited from Transport Scotland
14	Draft Aberdeen Local Transport Strategy (2023-2030)	To present the draft Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents and seek approval to undertake a process of public and stakeholder consultation on these documents.		Alan Simpson	Strategic Place Planning	Commissioning	8	Mobility		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
15	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)	To consider objections and comments received as part of the statutory consultation process with respect to proposed Traffic Regulation Orders (TROs)		Katie Watson	Operations and Protective Services	Resources	8	Mobility		
16	North East Scotland Roads Hierarchy	To inform Members of the outcomes of a recent road reclassification exercise, undertaken in accordance with the revised Roads Hierarchy for the North East of Scotland, and to seek approval to undertake communication and awareness-raising of the revisions.		Will Hekelaar	Strategic Place Planning	Commissioning	7 and 8	Mobility		
17	**31 October 2023**									
18	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data and Insights	Customer	7	N/A		
19	Triennial Biodiversity Duty Report	To present the statutory report ahead of submission by 31 December 2023		Sinclair Laing	Strategic Place Planning	Commissioning	TBC	Natural Environment		
20	Aberdeen City Council Travel Plan	To present the plan		Anthony Burns	Strategic Place Planning	Commissioning	TBC	Mobility		
21	South College Street Phase 2 – Options Appraisal	This report advises Members of the outcomes of the Scottish Transport Appraisal Guidance (STAG) based appraisal of options for improvements at the Queen Elizabeth Bridge / North Esplanade West junction. A discussion on the findings from the option appraisal study shall be provided along with recommendations on the next steps for progressing a preferred option.		Ken Neil	Strategic Place Planning	Commissioning	7 and 8	Mobility		
22	Annual Committee Effectiveness Report	To present the annual committee effectiveness report		David Dunne	Strategic Place Planning	Commissioning	General Delegation 8.5	N/A		
23	Low Emission Zone Penalty Charge Notice Net Surplus Income Policy	To gain approval for a policy for the use of any net surplus income arising from enforcement of the Low Emission Zone.		Will Hekelaar	Strategic Place Planning	Commissioning	7 and 8	Mobility		
24	A92 (Bridge of Don to Bridge of Dee) Multi-Modal Transport Corridor Study	City Growth & Resources 21/09/22 - to instruct the Chief Officer – Strategic Place Planning to report back to the Net Zero, Environment and Transport Committee with the Detailed Appraisal and Outline Business Case and next steps by March 2023	The initial appraisal was conducted in September 2022. Work required means that both the detailed appraisal and the outline business case are now expected to be reported in late Summer. It is therefore recommended by officers that this be reported in October	Tony Maric	Strategic Place Planning	Commissioning	8	Mobility		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
25	ARI Parking (following Notice of Motion by Councillor Bonsell)	Council 14/06/23 - (a) to instruct the Chief Officer - Operations and Protective Services to investigate and report on the impact that changes in land use on the ARI site had had on the car parking capacity available for staff and visitors and the wider community; (b)to instruct the Chief Officer - Operations and Protective Services to investigate and report on the public transport opportunities to and from the ARI site; and (c) to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on the implications of parking capacity in the area; the impact this was having on parking in the surrounding streets; and consider solutions, in consultation with NHS Grampian.		Mark Reilly	Operations and Protective Services	Resources	8			
26	Bridge of Dee / South College Street Works (following Notice of Motion from Cllr Thomson)	Council 14/06/23 - to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on lessons learned from delivering these projects.		Mark Reilly	Operations and Protective Services	Resources	8	Mobility		
27	Various Small Scale Traffic Management Stage 2	To present the results of the initial statutory consultation process undertaken. (Will only be presented if representations are received during the statutory consultation process)		Doug Ritchie	Operations and Protective Services	Resources	8	N/A		
28	Climate Change Report 2022-23	To approve and sign the annual Aberdeen City Council Climate Change Report 2022-23, before submission of the report to the Scottish Government to meet statutory requirements.		Jenny Jindra	Strategic Place Planning	Commissioning	2	Empowerment		
29	**To Be Confirmed/Beyond 2023**									
30	Den Burn Restoration Project	NZET 20/06/23 - to instruct the Chief Officer – Strategic Place Planning to (a) continue to seek additional funding; (b) evolve the project scope in line with available funding; and (c) report back to Committee once the required funding has been secured		Sue Cumming	Strategic Place Planning	Commissioning	TBC			
31	Carbon Budget Monitoring	Council Budget 01/03/23 - To instruct the Chief Officer - Strategic Place Planning, in consultation with the Chief Officer - Finance, to submit provisional quarterly carbon budget monitoring reports to the Net Zero, Environment and Transport Committee.	It is expected that this will be included as part of regular performance reporting to the Committee	David Dunne	Strategic Place Planning	Commissioning	TBC	Energy Supply		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
32	Wellington Road Multimodal Corridor	At the Council Budget meeting of 7 March 2022, the Council noted the commitment given by both Governments in relation to transport; and agreed that as both Governments agreed to work with the local authority to explore how the Strategic Investment will be prioritised, to instruct the Chief Executive to explore financial assistance from the Scottish Government to deliver the Wellington Road Multimodal Corridor and to report back on the outcome of the discussion in August 2022. Transferred from Council business planner April 2023	Work is underway as part of the link road to the harbour project, to look at connections at the Souterhead & Hareness Road. The outcome of this will help to clarify next steps on Wellington Road. A report on the Local Rail Development Fund project was reported to NESTRANS in April, to progress work on the Bus Partnership Fund for the corridor to include the Wellington & Stonehaven roads. It's anticipated that significant progress can be made on the STAG study in 2023 with appraisals reported in winter 2023. Detailed options appraisal will follow that to be reported in summer 2024 subject to gateway reviews by Transport Scotland.	David Dunne	Strategic Place Planning	Commissioning	21	Mobility		
33	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update	January 2024	Vycki Ritson	Operations and Protective Services	Resources	8	Mobility		
34	Annual Report - Northern Roads Collaboration Joint Committee	To update the Committee on the annual report of the Northern Roads Collaboration Joint Committee	January 2024	Neale Burrows	Operations and Protective Services	Resources	7	Mobility		
35	Options to improve recycling rates and domestic green waste composting levels	Council Budget - 01/03/23 - recognising the developing policy and legal framework affecting domestic and commercial waste collection and disposal and the Council's commitments to both increase recycling rates and abolish the Garden Waste Permit charge, to instruct the Chief Officer - Operations and Protective Services to report to the Net Zero, Environment and Transport Committee on opportunities and options to improve recycling rates and domestic green waste composting levels in Aberdeen before the end of the financial year 2023/24.		Mark Reilly	Operations and Protective Services	Resources	1	Circular Economy		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
36	A96 Multi-Modal Study	City Growth & Resources Committee on 21/6/22 agreed to instruct the Chief Officer - Strategic Place Planning to report back to this Committee with the Outline Business Case and next steps by December 2023. Transferred 07/12/22 from Finance and Resources Committee	This is a Bus Partnership Fund project which will come to a future NZET Committee, currently on hold as we resolve grant conditions with Transport Scotland before progressing to the next stage.	Ken Neil	Strategic Place Planning	Commissioning	TBC	Mobility		
37	A947 Multi-Modal Transport Corridor Study	City Growth & Resources Committee 21/09/22 - subject to recommendation 2.2, instruct the Chief Officer – Strategic Place Planning to report the Detailed Appraisal and Outline Business Case and next steps to the Net Zero, Environment and Transport Committee when complete		David Dunne	Strategic Place Planning	Commissioning	8	Mobility		
38	Cluster Risk Register Reporting - Fleet / Roads / Waste / Environmental Services and Facilities Management	To present Cluster Risk Register and Assurance Maps in accordance with committee terms of reference.	March 2024	Mark Reilly	Operations and Protective Services	Resources	9	N/A		
39	Transport Delivery Programme	City Growth & Resources Committee 05/12/19 - to instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital, to develop a prioritised delivery programme of transport interventions (to encompass larger-scale interventions recommended in the Sustainable Urban Mobility Plan (SUMP) and the City Centre Masterplan, as well as projects arising from the recent Roads Hierarchy review and the ongoing Low Emission Zone development process) to inform the Capital budget process and report this programme back to Committee in due course.		Will Hekelaar	Strategic Place Planning	Commissioning	7	Mobility		
40	Infrastructure Improvements to support increased numbers of Electric Vehicles within the council fleet	City Growth & Resources Committee 11/05/21 - to instruct Chief Officer - Corporate Landlord in consultation with Chief Officer - Operations and Protective Services and Chief Officer - Strategic Place Planning to report to a future meeting of this committee with a programme of infrastructure improvements to support increased numbers of electric vehicles within the council fleet		Stephen Booth	Corporate Landlord	Resources	1	Mobility		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
41	Locality Based Approach to Deliver Net Zero	At its meeting of 28 February 2022, the Council instructed the Chief Officer - Strategic Place Planning, in conjunction with relevant stakeholders, to explore options towards developing a locality-based approach to deliver net zero and adaptation, taking into account allied approaches and commitments, such as locality plans, local place plans, 20-minute neighbourhoods, etc., and to begin this process with a pilot reporting both back to Council in or before March 2023	Due to the restructure of the Climate and Environment team and delays in guidance on 20minute neighbourhoods and Local Place Plans associated with the National Planning Framework 4, this work has been delayed and will be reported to a future committee.	David Dunne	Strategic Place Planning	Commissioning				
42	Place Based Strategy Framework	Net Zero, Environment & Transport 09/05/23 - to instruct the Chief Officer - Strategic Place Planning to keep the framework up to date and report back to this Committee annually, noting that this will be in addition to the ongoing reports to Committee required as part of each plan and strategy review	June 2024	David Dunne	Strategic Place Planning	Commissioning	TBC	TBC		
43	Trees and Woodland	Net Zero, Environment & Transport 09/05/23 - to instruct the Chief Officer – Operations and Protective Services to report annually to the Net Zero, Environment & Transport Committee on progress to the objectives of the Tree & Woodland Strategic Implementation Plan	June 2024	Steven Shaw	Operations and Protective Services	Resources	TBC	TBC		
44	Roads and Transport Related Budget Programme 2023 - 2024 (ANNUAL REPORT)	This report is Business Critical to spend the allocated capital Budget approved at the Council Budget meeting and brings together the proposed roads and transportation programme from the approved Capital Budgets for 2024/25.	June 2024	Paul Davies	Operations and Protective Services	Resources	7	N/A		
45	Aberdeen Hydrogen Integration - Governance	City Growth & Resources Committee 03/2/22 - to instruct the Director of Resources and Director of Commissioning to continue discussions with Aberdeen Heat and Power regarding future opportunities for integrating hydrogen into District Heating and report the outcomes to a future meeting of this Committee		Barry Davidson / Andrew Collins	Commercial and Procurement	Commissioning	1	Energy Supply		
46	Net Zero Aberdeen Routemap & Aberdeen Adapts	Council 28/02/22 - to instruct the Chief Officer - Strategic Place Planning to report back to the City Growth and Resources Committee on an annual basis on progress towards the objectives of both Net Zero Aberdeen Routemap and Aberdeen Adapts and to revise them at least every five years, and sooner as may be necessary		David Dunne	Strategic Place Planning	Commissioning	1	All		

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
47	Macaulay Drive Aberdeen	Operational Delivery Committee 16/09/21 - to instruct the Chief Officer – Operations and Protective Services to consult with local members and the community council after 12 months of the operation of the Macaulay Drive redetermination; and, if issues are raised through the consultation process from a pedestrian safety perspective, that a report be brought back to this committee by that Chief Officer, identifying whether any further measures may be needed.	The new path will be implemented in Spring 2023, therefore any report, if required will not go back to committee until summer 2024 at the earliest.	Neale Burrows	Operations and Protective Services	Resources	8	N/A		
48	A93 Banchory to Aberdeen Multi-Modal Corridor Study	Net Zero, Environment & Transport 07/03/23 - subject to funding being obtained, to instruct the Chief Officer – Strategic Place Planning to report the Detailed Appraisal, Outline Business Case, and next steps to the Net Zero, Environment and Transport Committee by summer 2024		Jane Obi	Strategic Place Planning	Commissioning	TBC	Mobility		
49	Property Level Protection Grant Scheme	Net Zero, Environment & Transport 07/03/23 - to instruct the Chief Officer – Operations and Protective Services to monitor take up of the grant and to report back to the Committee in September 2024		Claire Royce	Strategic Place Planning	Commissioning	TBC	Building, Heat & Infrastructure		
50	South College Street/Queen Elizabeth Bridge Junction	Communities Housing & Infrastructure Committee - 8/11/17 - To instruct the interim Director of Communities, Housing and Infrastructure to report back to this Committee on a preferred option for South College Street/Queen Elizabeth Bridge junction. This report is awaiting opening of Phase 1 of the South College Street Project currently programmed for Summer 2022, updated traffic counts and modelling thereafter. Estimated Committee date 2023.		David Dunne	Strategic Place Planning	Commissioning	8	Mobility		
51	Aberdeen Cross City Connections - Active Travel Scheme Development	Net Zero, Environment & Transport 07/03/23 - to report back to this Committee upon completion of the outline business case, and to provide an annual update on progress of detailed design and delivery thereafter.		Ken Neil	Strategic Place Planning	Commissioning	TBC	Mobility		
52	Fly Tipping, Littering and Dog Fouling	Council Budget 07/03/22 - to instruct the Chief Officer - Early Intervention and Community Empowerment to explore cost neutral options to supplement the enforcement of fly tipping, littering and dog fouling and implement a 12 month test of change and report back to the Operational Delivery Committee with a full evaluation of the test of change		Jacqui McKenzie	Early Intervention and Community Empowerment	Customer	1	Natural Environment	T	This report was initially assigned from the previous Operational Delivery Committee, however as this report relates to enforcement, it was considered to be a better fit to the Communities, Housing and Public Protection Committee Terms of Reference and so was transferred to be reported to the July meeting of that committee
53	Net Zero Aberdeen Partnership Leadership Board / Delivery Unit Structure	Net Zero, Environment & Transport 17/11/22 - to note that officers were currently looking at the Net Zero Aberdeen Partnership Leadership Board and Delivery Unit structure and delivery around this, and would be bringing a report back to a future meeting with any recommendations around the structure	Date for reporting back TBC	David Dunne	Strategic Place Planning	Commissioning	TBC	TBC		
54										
55	**SERVICE UPDATES**									

	A	B	C	D	E	F	G	H	I	J
2	**Report Title**	**Minute Reference/Committee Decision or Purpose of Report**	**Update**	**Report Author**	**Chief Officer**	**Director**	**Terms of Reference**	**Aberdeen Adapts and Net Zero Themes**	**Delayed or Recommended for removal or transfer, enter either D, R, or T**	**Explanation if delayed, removed or transferred**
56	Bus Partnership Fund Grants	CG&R 03/02/22 - to instruct the Chief Officer - Strategic Place Planning, given the long term nature of the project, to bring back update reports on a quarterly basis - agreed at NZET 10/01/23 that these be provided as service updates		TBC	Strategic Place Planning					
57	Bus Patronage	NZET 09/05/23 - to note that officers would provide a service update in relation to any available data on bus patronage which could be shared (following from the Aberdeen Rapid Transit Options Appraisal report being considered)		TBC	Strategic Place Planning					
58	Hazlehead Recycling Centre - Reuse Facility	NZET 20/06/23 - To request that a service update be provided to Members outwith the meeting on the uptake for the reuse facility at Hazlehead Recycling Centre and any plans to expand the facility elsewhere	Circulated 10/08/23	Pam Walker	Operations and Protective Services					

This page is intentionally left blank

COMMITTEE	Net Zero, Environment and Transport
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero, Environment and Transport Performance Report
REPORT NUMBER	COM/23/227
DIRECTOR	Gale Beattie
CHIEF OFFICER	Martin Murchie
REPORT AUTHOR	Louise Fox
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

1.1 To present Committee with the status of appropriate key performance measures relating to the services falling within its remit.

2. RECOMMENDATION

2.1 That the Committee note the report and provide comments and observations on the performance information contained in the report Appendix A.

3. CURRENT SITUATION

Report Purpose

3.1 This report is to provide members with key performance measures in relation to certain appropriate services as expressed within the 2023/24 Council Delivery Plan.

Report Structure and Content

3.2 Performance Management Framework Reporting against in-house delivery directly contributing to, or enabling delivery against, the city's Local Outcome Improvement Plan, (LOIP) has informed development of successive Council Delivery Plans, including the 2023/24 Council Delivery Plan agreed by Council on 1st March 2023.

3.3 The Council's Performance Management Framework, supporting and enabling scrutiny against progress of the Council Delivery Plan and its key measures, establishes a robust performance management and reporting system which encompasses single and multi-service inputs, outputs and outcomes.

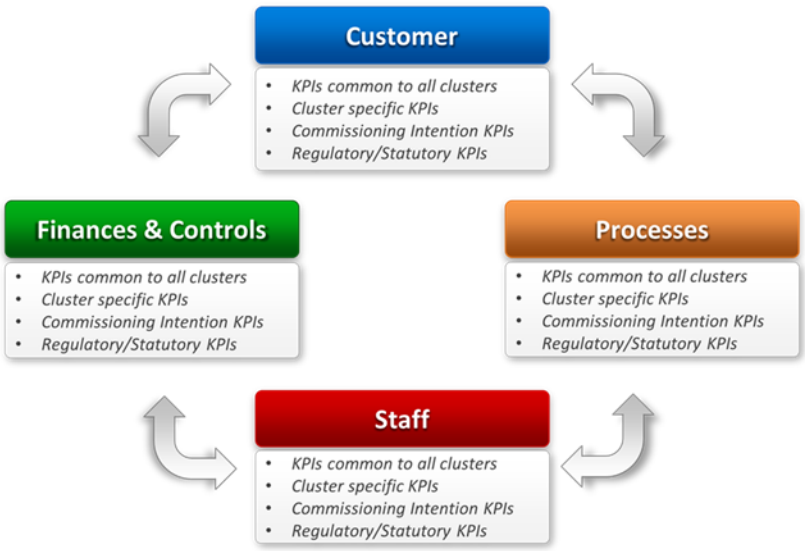
3.4 The refreshed Performance Management Framework for 2023/24 was approved at the meeting of Council on the 14th of June 2023.

3.5 Service standards against each function/cluster, associated with Council delivery planning, offer continuous insight into the effectiveness, and

accessibility of core service provision to the Council's stakeholders and city communities.

3.6 Where appropriate, data capture against these standards is now directly incorporated within the suite of metrics contained within Appendix A and will be reported against on either a monthly, quarterly or annual basis.

3.7 The Performance Management Framework provides for a consistent approach within which performance will be reported to Committees. This presents performance data and analysis within four core perspectives, as shown below, which provides for uniformity of performance reporting across Committees.



3.8 This report, as far as possible, details performance up to the end of June 2023 or Quarter 1 2023/24, as appropriate. It also includes an update on performance against the annual maximum cap of carbon emissions (tCO2e) and progress towards meeting the annual carbon savings target (tCO2e).

3.8 Appendix A provides an overview of performance across certain relevant services, with reference to recent trends and performance against target. It also includes, at appropriate points in the Appendix, further analysis of several performance measures which have been identified as of potential interest in terms of either performance implications, data trends or changes in these metrics. These are listed below:

- Sickness Absence – Average number of days lost (Environment, Roads, Waste)

3.9 Within the summary dashboard the following symbols are also used:

Performance Measures

Traffic Light Icon

On target or within 5% of target

Within 5% and 20% of target and being monitored

 Below 20% of target and being actively pursued

 Data only – target not appropriate

Where narrative analysis of progress against service standards is provided and has been attributed with a RAG status by the relevant Service Manager, these are defined as follows:

RAG Status

- **GREEN** – Actions are on track with no delays/issues emerging
- **AMBER** – Actions are experiencing minor delays/issues emerging and are being closely monitored
- **RED** - Actions are experiencing significant delays/issues with improvement measures being put in place

Children's Rights

3.10 This report contains no recommendations or content that require for the direct accounting of impact on children's rights.

4. FINANCIAL IMPLICATIONS

There are no direct financial implications arising out of this report.

5. LEGAL IMPLICATIONS

There are no direct legal implications arising out of this report.

6. ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications arising out of this report

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic	None	NA	NA	NA
Compliance	No significant legal risks.	Publication of service performance information in the public domain ensures that the	L	Yes

		Council is meeting its legal obligations in the context of Best value reporting.		
Operational	No significant operational risks.	Oversight by Elected Members of core employee health and safety/attendance data supports the Council's obligations as an employer	L	Yes
Financial	No significant financial risks.	Overview data on specific limited aspects of the cluster's financial performance is provided within this report	L	Yes
Reputational	No significant reputational risks.	Reporting of service performance to Members and in the public domain serves to enhance the Council's reputation for transparency and accountability.	L	Yes
Environment / Climate	None	NA	NA	NA

8. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement	**None**
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The Council aims to support improvement in the local economy to ensure a high quality of life for all people in Aberdeen. This report monitors indicators which reflect current economic activity within the City and actions taken by the Council to support such activity.
Prosperous People Stretch Outcomes	The Council is committed to improving the key life outcomes of all people in Aberdeen. This report monitors key indicators impacting on the lives of all citizens of Aberdeen. Thus, Committee will be enabled to assess the effectiveness of measures already implemented, as well as allowing an evaluation of future actions which may be required to ensure an improvement in such outcomes.

Prosperous Place Stretch Outcomes	The Council is committed to ensuring that Aberdeen is a welcoming place to invest, live and visit, operating to the highest environmental standards. This report provides essential information in relation to environmental issues allowing the Committee to measure the impact of any current action.
Regional and City Strategies	None

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	It is confirmed by Chief Officer Martin Murchie that no Integrated Impact Assessment is required
Data Protection Impact Assessment	Not required
Other	None

10. BACKGROUND PAPERS

Council Delivery Plan 2023/24 – COM/23/074
Local Outcome Improvement Plan 2016-2026 (July 2021 Refresh)
Performance Management Framework – COM/23/168

11. APPENDICES

Appendix A – Performance Summary Dashboard

12. REPORT AUTHOR CONTACT DETAILS

Louise Fox
Strategic Performance and Improvement Officer
lfox@aberdeencity.gov.uk

This page is intentionally left blank

Net Zero, Environment and Transport Committee Performance Report Appendix A

Operations and Protective Services

Environmental Services

1. Customer – Environmental Services

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Environment	13		6		25		
% of complaints resolved within timescale (stage 1 and 2) - Environment	92.3%		100%		92%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Environment	38.5%		66.7%		32%		
Total No. of lessons learnt identified (stage 1 and 2) - Environment	0		0		0		

***Lessons learnt referred to throughout this Appendix are lasting actions taken/changes made to resolve an issue and to prevent future re-occurrence for example amending an existing procedure or revising training processes. When a complaint has been upheld, action would be taken in the form of an apology or staff discussion/advice, but these actions are not classified as lessons learnt.**

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Number of Partners / Community Groups with links to national campaigns - Green Thread	240		128		152		

1. Processes - Environmental Services

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
*% Streets free from litter and refuse (in line with Keep Scotland Beautiful LEAMS standards)	88%		88%		88%		75%

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Open spaces satisfactorily maintained (in line with APSE national benchmarking LAMS standards)	100%		98.5%		78%		75%
Number of Complaints upheld by Inspector of Crematoria	0		0		0		0
% Outdoor play areas visited, inspected, and maintained to national standards on a fortnightly basis	100%		100%		100%		100%
% Water safety equipment inspected within timescale	88.8%		92.7%		98.8%		100%

***88% is the figure for period April to June**

2. Staff - Environmental Services

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Environment)	1		1		1		
Accidents - Non-Reportable - Employees (No in Quarter - Environment)	3		0		4		

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Environmental	11.3		11.8		12.4		10
Establishment actual FTE	331.73		327.85		325.8		

3. Finance & Controls - Environmental Services

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	8.4%		16.9%		25.7%		100%

Fleet and Transport

1. Customer – Fleet and Transport

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Fleet	0		2		1		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	No complaints Q3		100%		100%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Fleet			50%		0%		
Total No. of lessons learnt identified (stage 1 and 2) - Fleet			0		0		

2. Processes – Fleet and Transport

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
% HGV's achieving first time MOT pass	100%		96.4%		93.3%		95%
% Light Vehicles achieving first time MOT pass	96.8%		96.1%		98.9%		93%
% of Council fleet - alternative powered vehicles	11.5%		12.2%		13.1%		
% of Council fleet lower emission vehicles (YTD)	88.7%		88.9%		91%		100%

3. Staff – Fleet and Transport

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	0		1		1		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	0		0		0		

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Fleet	6.9		7.2		7.7		10
Establishment actual FTE	36.09		35.52		35.38		

4. Finance & Controls – Fleet Transport

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	7.8%		15.2%		22.8%		100%

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Fleet Services - % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old	66.92%		67.65%		67.66%		80%
Fleet Services - % of large HGV vehicles under 7 years old	77.39%		77.39%		68.81%		80%

Roads and Infrastructure

1. Customer - Roads

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Roads	34		23		28		
% of complaints resolved within timescale - Roads	50%		52.2%		89.3%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Roads	44.1%		30.4%		53.6%		
Total No. of lessons learnt identified (stage 1 and 2) - Roads	6		1		3		

2. Processes - Roads

Performance Indicator	Apr 2023		May 202823		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	94.51%		96.15%		97.55%		90%
Number of Street Light Repairs completed within 7 days	172		225		245		
Potholes Category 1 and 2 - % defects repaired within timescale	94.38%		96.19%		99.33%		95%
Potholes Category 1 and 2 - No of defects repaired within timescale	3142		1187		1326		

Performance Indicator	2019/20		2020/21		2021/22		Target 2021/22
	Value	Status	Value	Status	Value	Status	
Percentage of A class roads that should be considered for maintenance treatment (129.45 KM)	23.4%		21.1%		20.6%		27.6%
Percentage of B class roads that should be considered for maintenance treatment (42.2 KM)	23.27%		23.8%		25.27%		33.61%
Percentage of C class roads that should be considered for maintenance treatment (95.55 KM)	22.97%		22.9%		22.04%		33.14%

Performance Indicator	2019/20		2020/21		2021/22		Target 2021/22
	Value	Status	Value	Status	Value	Status	
Percentage of unclassified roads that should be considered for maintenance treatment (733.9 KM)	31.92%		30.6%		30.27%		36.65%

***Target and status based on Scottish national average from 2021/22 Scottish Local Government Benchmarking Framework**

3. Staff - Roads

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/2024 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	0		2		1		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	1		3		1		

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Roads	12.1		12.2		12.7		10
Establishment actual FTE	160.17		161.83		162.07		

4. Finance & Controls - Roads

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	7%		15.6%		24.7%		100%

Waste Services

1. Customer - Waste

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Waste	68		63		42		
% of complaints resolved within timescale - Waste	86.8%		88.9%		78.6%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Waste	67.6%		69.8%		66.7%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	10		0		0		

2. Processes – Waste

Performance Indicator	Q3 2022/23		Q4 2022/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
*% Waste diverted from Landfill	66.4%		58.2%		86.1%		85%
*Percentage of Household Waste Recycled/Composted	41.5%		41.7%		44.3%		50%

***% Waste diverted from Landfill/% Household Waste Recycled/Composted – These figures are intended and used for internal monitoring only and are based on a rolling 12-month period.**

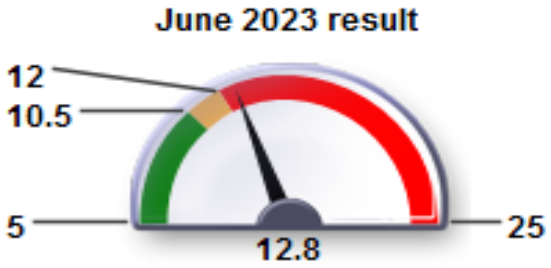
Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/2024 Target
	Value	Status	Value	Status	Value	Status	
% Overflowing Communal Bin Enquiries responded to within 2 working days	91.7%		97.2%		95.5%		100%

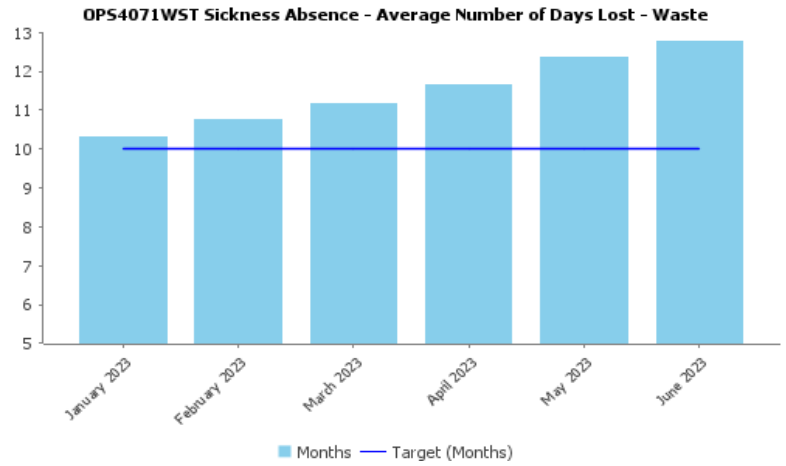
3. Staff – Waste

Performance Indicator	Q3 2022/23		Q4 20222/23		Q1 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	1		1		0		
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	0		3		2		

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Waste	11.6		12.4		12.8		10
Establishment actual FTE	180.44		181.5		182.19		

Sickness Absence - Average Number of Days Lost – Waste (example)





Why is this important?

The Council recognises its staff as its most important asset and staffing costs account for the single biggest element of the Council's budget. It is therefore imperative that the health and wellbeing of our staff is paramount and that we effectively manage staff absences.

Benchmark Information:

The particular calculation of absence used here is a local measure and not benchmarked nationally.

Target:

The target for the Average Number of Days lost per FTE is currently 10 days per annum for front-line staff.

This is what the data is saying:

Although **Waste** has been used as an example here for the gauge and chart illustrations, we are also looking at the outcomes for **Environment Services** and **Roads and Infrastructure**. In the case of Environment, the days lost as of the end of June stood at 12.4 days, an increase of 1.8 days from the 10.6 as of the start of 2023. Similarly, Roads performance was 12.7 days as of end June which is a rise of 1 day since the start of the calendar year. This reflects what is seen for Waste Services, with a June outcome of 12.8 days, which has risen by 1.5 days since January.

This is the trend:

We can clearly see from the data in Appendix A that all three of these services show an upward month on month trend since the start of the calendar year and before. They are however not alone, in that other services and functions across the Council such as Facilities Management, Customer Experience and Early Intervention and Community Empowerment are seeing the same upturn in the average total numbers of days lost due to sickness per FTE employee (12 month rolling average).

This is the impact

Reduced staff numbers due to absence impact on front line delivery across all services. Ultimately, less staff means less work can be carried out leaving services unable to meet current levels of demand. For Environment this is especially true over the busy summer season. With the work of these services being so visible to the public, uncompleted tasks can often lead to complaints which in turn increases demand on other areas of the service. This also leads to the service focussing more on reactive works rather than carrying our preventive works to reduce demand.

The physical nature of work in all of these services can mean that staff who have undergone serious surgery for example cannot return early on light duties, since such duties are not available. The age profile of staff and very demanding physical nature of work required can also impact on sickness levels overall, particularly for Waste Services.

These are the next steps we are taking for improvement:

The teams all work through absences, case by case, and make use of the options available to them through the current policy.

They have a clear and streamlined process to ensure employees are supported to return to work when fit and able to do so and will work flexibly as far as practically possible to enable opportunities to reduce absence. Services work closely with People and Organisational Development throughout each long term absence case and are confident that this will help speed up the process of managing staff who are long term absent which will eventually lead improvement in these outcomes.

There are also challenges around the length of time it takes for occupational health reports to be completed which causes delays in the process of managing staff. This is not helpful for the teams, or the employees involved and will hopefully reduce in coming months. Managers are escalating issues around OH timescales to the Employee Relations and Wellbeing team (ER&W) in P&OD and these are being robustly challenged with the OH provider. Following a recent merger, OH services are now being provided by TAC Healthcare, and some improvements in the appointments system should minimise delays going forward; the ER&W team are monitoring this.

Services are also working with colleagues in the Wellbeing team to offer support and assistance to staff, with a drop in session planned for later this month.

Responsible officer:	**Last Updated:**
Steven Shaw/Pamela Walker/Neale Burrows	June 2023

4. Finance & Controls – Waste

Performance Indicator	Apr 2023		May 2023		Jun 2023		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	8.5%	✓	17.1%	✓	25.9%	✓	100%

Strategic Place Planning

Climate and Sustainability Policy

Carbon Budget

Performance Indicator	Current Status
We will remain within the annual maximum cap of carbon emissions (tCO2e) and meet the annual carbon savings target (tCO2e)	
Carbon Budget 2022/23 (Phase 1)	
Phase 1 data for energy (electricity, gas, oil) and water has been collated and analysed and is under the maximum cap of tonnes of carbon dioxide equivalent (tCO2e) for 2022/23. tCO2e for 2022/23 for all other emission sources (street lighting, internal waste, fleet, other aspects of staff travel) is currently being analysed and a full report will be included in the Climate Change Report to Net Zero, Environment and Transport Committee in October.	
Carbon Budget 2023/24 (Phase 2)	
The maximum cap on emissions of 26,474 tonnes carbon dioxide equivalent (tCO2e) and an annual savings target of 2,482 tCO2e for 2023/24, was set at Council, 1 March. Phase 2 is expanding the carbon budget to additional Council emission sources; and improving data collation and monitoring. UK Greenhouse emission conversion factors for 2023 are now published and data for Quarter 1 (2023/24) is being calculated.	

Traffic Light Icons Used

	On target or within 5% of target
	Within 5% and 20% of target and being monitored
	Below 20% of target and being actively pursued
	Data only – target not appropriate

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Annual report on the performance of Aberdeen City Council from the Scottish Roadworks Commissioner
REPORT NUMBER	RES/23/226
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Kevin Abercrombie
TERMS OF REFERENCE	7

1. PURPOSE OF REPORT

1.1 To update the Committee on the performance of Aberdeen City Council's Roads Maintenance and Roadworks Coordination teams following the publication of the annual performance report by the Scottish Roadworks Commissioner.

2. RECOMMENDATION

2.1 That the Committee note the contents of the Roads Commissioner's report, dated 26 May 2023 (Appendix 1) for assurance.

3. CURRENT SITUATION

3.1 The Scottish Roadworks Commissioner oversees improvements to the planning, co-ordination, and quality of road works by both Local Authorities and statutory undertakers in Scotland. All works as undertaken within the adopted highways in Scotland require to be noticed in accordance with the conditions and timescales as set out in the New Roads and Street Works Act 1991.

These works are recorded on the Commissioner's noticing system (Aurora). Any proposed works entered onto the Aurora system without the requisite information, or out-with the prescribed timescales (both prior to and after the works are undertaken) will incur a 'noticing failure'.

The office of the Scottish Roadworks Commissioner (OSRWC) issues quarterly figures to all local authorities and undertakers which shows the performance of each organisation.

Following the publication of the Quarter 4 figures, the OSRWC issues annual performance review letters to all works promoters in Scotland. Any organisation that fails to meet the identified performance figures may be required to attend a joint meeting with representatives from the Commissioner's office to discuss the figures in greater detail.

3.2 The most recent annual performance review letter was issued by the OSRWC on the 26th of May 2023 (Appendix 1). This concluded that Aberdeen City Councils performance during the period between the 1st of April 2022 and 31st of March 2023 was 'satisfactory'. For reference, the Commissioner's Office have three levels of compliance – 'Well Managed', 'Satisfactory' and 'Unsatisfactory'.

3.3 Within the above letter from the OSRWC, reference was made to specific areas where action was required to be implemented by ACC's Roadworks Coordination team with regards to noticing errors within the Commissioner's works register website (Aurora). This was with regards to 'Gazetteer Submissions', 'Misuse of Traffic Management Not Yet Known' and 'Late Starts'.

3.4 The issue surrounding the Gazetteer Submission related to a data clearing exercise which had been rolled out by the Commissioner's Office in late Summer 2022. This affected all Local Authorities and Utilities and was designed to remove outdated records within the affected user's data records. Updated records were provided by the Commissioner's Office on a monthly basis which highlighted outstanding errors. It should be noted that the Commissioner's Letter was issued on the same day that the final Gazetteer submissions were verified by the OSRWC, at which time it was confirmed (separately) that the exercise had been resolved to a satisfactory conclusion. Therefore the above issue requires no further action.

3.5 The 'Traffic Management Not Yet Known' issue related to insufficient information that was entered onto the Commissioner's 'Aurora' website with regards to several proposed works by our Roads Maintenance Team. The Commissioner regularly emphasises the importance of ensuring that all works as registered contain specific detailed information to ensure that all other Aurora users fully understand the extent of restrictions associated with all activities on the adopted roads network.

3.6 An issue with the figures was first identified following the release of the Quarter 3 figures in December 2022 (covering the period between October and December 2022) when it became apparent that anomalies had been identified in 11 notices uploaded onto Aurora. On investigation it was identified that these were duplicate entries, which did not contain the correct information.

3.7 In January 2023, following the release of the above Q3 figures, the relevant notices were examined, and appropriate action taken to resolve the issues accordingly. For reference it appears that duplicate notices had been entered informing that the works had been 'abandoned'. Unfortunately, the original notices were still active and this flagged a discrepancy in the relevant notices..

3.8 In Quarter 4 (period between January and March 2023) only one notice was identified as requiring attention. This was updated accordingly.

3.9 The issue relating to 'Late Starts' refers to works which commenced out-with the prescribed timescale, as specified on the Commissioner's Aurora website. The expected figure as set by the Commissioner is 2%. In Quarter 2 of 2022 (the period between July and September 2022) ACC recorded 10 works that

started later than expected. This equated to 9.3% of the total number of works registered at that time.

3.10 On investigation it appeared that the majority of these related to works involving ACC's Street Light refurbishment programme. Further investigation highlighted ongoing issues surrounding delays caused by the frequent late cancellation by Scottish and Southern Electric (SSE). SSE were contracted to attend sites to make the relevant connections/ terminations to the street lighting columns. Feedback from SSE confirmed that there was a backlog of issues relating to the storm damage from earlier in the year, and their limited resources were being redeployed at short notice.

3.11 Alternative arrangements for the live electrical connections were subsequently sourced by the Street Lighting team to remove the delays being experienced for the remainder of the programme of works for 2022.

3.12 For reference, the Late Start figures reduced dramatically in Quarter 3 (October to December 2022) to 1.5% and Quarter 4 (January to March 2023) to 2.4%.

4. FINANCIAL IMPLICATIONS

4.1 There is the potential that the Roadworks Commissioner may apply a fine on any organisation if any identified performance issues do not show any sign of improvement over a sustained period of time. This is generally no less than three quarters (nine months). In the first instance a face-to-face review of any issue(s) would be discussed with the Commissioner, and any required improvement measures agreed (along with timescales). Fines would only be considered if it was obvious that no effort was being made to address the problems. The level of fine would also depend on the severity of the non-compliance, along with any undue delay in taking remedial action to address the failings.

4.2 According to the Roads Commissioner, ACC's performance in 2021/22 and 2022/23 have been 'satisfactory'. There has been no indication that ACC are failing to address any issues as highlighted in either the annual review letters, or quarterly updates. There has also been no indication that any areas of concern are not being addressed within the prescribed timescales. Therefore there is no indication that any fines are likely to be imposed

5. LEGAL IMPLICATIONS

5.1 There are no legal implications with regards to this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct environmental implications arising from the recommendations of this report.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Conflicting or increased demands on the service may impact on the ability to ensure that all works are recorded and processed timeously.	Ensure close communication between the various teams is maintained to ensure that any potential issues are dealt with before they incur any noticing failures.	M	**Y**
Compliance	Failure in compliance will risk a potential fine to be imposed by the Roadworks Commissioner if figures fall below expected targets for an extended period of time.	Continue to manage noticing system to ensure compliance with timescales as set by the Roads Commissioner	L	Y
Operational	Ongoing high levels of service demand are placing additional pressure on existing staff resources.	There is a need to ensure that there are sufficient, suitably qualified staff available to manage the various works elements.	M	Y
Financial	Potential for fine to be imposed by Roadworks Commissioner if figures fall below expected targets for an extended period.	Continued monitoring and management of noticing system will offset the risk of any fine being imposed.	L	Y
Reputational	Failure to maintain a high level of performance may result in ACC being	It is vital that the current operating model and close communication	M	Y

	placed back on an Improvement Plan.	channels between the various teams is maintained to offset any potential noticing issues.		
Environment / Climate	N/A			

8. OUTCOMES

COUNCIL DELIVERY PLAN 2022-2023	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the delivery of the following aspect of the policy statement: - - Seek to invest in our road and pavement network.
Aberdeen City Local Outcome Improvement Plan 2016-26	
Prosperous Economy Stretch Outcomes	Closer monitoring and programming of works will reduce disruption to road users and assist in maximising the economy of the city.
Prosperous People Stretch Outcomes	Better management of roadworks associated with the roads and footways, street lighting and traffic safety measures will assist in making safe and resilient communities for people to live in.
Prosperous Place Stretch Outcomes	Supporting and promoting more efficient working methods in an effort to reduce the overall disruption to all road users on a day-to-day basis will ensure that works are undertaken in a safe and managed method which will be an overall benefit to everyone.
Regional and City Strategies	Aberdeen City Council has a statutory duty to ensure that all planned works are undertaken within the parameters as set by the Scottish Roadworks Commissioner. Failure to achieve certain key targets has the potential to adversely impact on the delivery of schemes by other statutory undertakers. Regular monitoring of all information as uploaded onto the Roads Commissioner's website is vital to ensure that disruption to the road network is minimised. Better management of all planned works, in terms of multi-utility coordination is essential to maximise productivity and reduce long-term, or multiple occupations on the adopted roads network, which merely serves to increased disruption and delays to all road users.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 assessment has been completed.
Data Protection Impact Assessment	
Other	

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

11.1 Appendix 1 – Roadworks Commissioners Annual Review letter, 26 May 2023
Appendix 2 - Performance Data for ACC, April 22 to March 2023

12. REPORT AUTHOR CONTACT DETAILS

Name	Kevin Abercrombie
Title	Roadworks Coordination Team Leader
Email Address	KAbercrombie@aberdeencity.gov.uk
Tel	01224 523886

OFFICE OF
THE SCOTTISH
ROAD WORKS
COMMISSIONER

Mrs Angela Scott
Chief Executive
Aberdeen City Council
Marischal College
Business Hub 12, Level 2 West
Broad Street, Aberdeen
AB10 1AB

Contact: Graham Milne
Direct Tel: 0131 528 5518

26 May 2023

Our Ref: PER/GM/2022/ACC

Dear Mrs Scott

Road Works Performance Review - 2022/23

I am writing to provide a review of your organisation's road works performance during 2022/23.

Section 118(1) of the New Roads and Street Works Act 1991 (the 1991 Act) places a duty on roads authorities to co-ordinate the execution of works of all kinds (including works for road purposes) in roads for which they are responsible:

a) in the interests of safety;
b) to minimise inconvenience to persons using the road; and
c) to protect the structure of the road and integrity of apparatus in it.

Annual road works performance reviews are issued to utility companies, roads authorities and transport authorities in respect of the period 1 April to 31 March. Reviews consider how well organisations are meeting their statutory obligations.

Management and Performance Reports

Organisations are expected to routinely monitor their own performance utilising reports which are downloadable from the Scottish Road Works Register (SRWR). This ongoing process allows you to take appropriate action throughout the year to improve performance. Your organisation's performance against the expected targets is detailed in the Appendix.

The road works performance of Aberdeen City Council was considered to be satisfactory during 2022/23. The performance of your organisation in the 2021/22 was also satisfactory and I expect to see increased efforts to deliver a well-managed performance in 2023/24.

I would draw your attention to the appendix which compares your organisation's performance against the expected standards.

Specific action is required in respect of:

Gazetteer Submissions – Authorities have a statutory requirement to submit quarterly gazetteer updates to the SRWR which are compliant with agreed standards.

Misuse of “Traffic Management Not Yet Known” - It is not acceptable to enter “Traffic management Not Yet Known” when placing a 7 day notice in advance of planned Substantial, Major & Standard Works, a 24 hour notice in advance of planned Remedial or Minor Works and a 2 hour notice for Urgent and Emergency Works. The correct traffic management types must be correctly populated for all road works.

Late Starts – The managed use of Late Starts can be viewed as good co-ordination. However, excessive use suggests that works are not being well planned and managed. Across Scotland, roads authorities on average use Late Starts in 0.01% of their road works. At 4%, your use of Late Starts is high and suggests a lack of co-ordination. It is expected that <2% can be achieved by your authority through improved works planning and management.

Summary

Works Planning and Operational Functions
Late starts at 4% (3% in 2021/22), exceed the required target and you are required to review the current practice.

Miscellaneous
Road works registered decreased to 50/100km (68/100km in 2021/22) of road network. This is below the average of 61/100km for the SCOTS city group and your current practice should be reviewed.

Should you wish to discuss any part of this letter please do not hesitate to contact my Performance Manager Graham Milne at: enquiries@roadworks.scot.

Yours sincerely

Kevin Hamilton
Scottish Road Works Commissioner

Appendix – Aberdeen City Council Road Works Performance – Primary Indicators

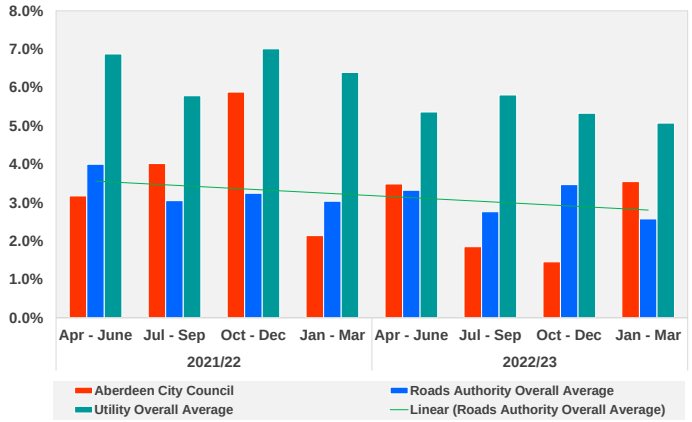
Number of Road Works	500

	Indicator	Current	Expected	RA Average	Utility Average	Notes
Administrative Functions	Gazetteer Submissions	**3**	4			
	Noticing Failure rate (%)	**3%**	≤ 4%	3%	5%	
	Notices without correct Contact Details	**1**	0			Originator and Contractors names and telephone numbers must be recorded prior to works commencing.
	Notices without Traffic Management Type	**12**	0			Prior to works commencing the correct traffic management type must be recorded on all notices of 7 days or less.
Works Planning and Operational Functions	Works requiring Early Start (%)	**7%**	≤ 15%	7%	7%	
	Works requiring Late Start (%)	**4%**	≤ 2%	1%	1%	
	Works requiring Works Extension (%)	**13%**	≤ 15%	7%	9%	
	Works that Over ran (%)	**1%**	0%	less than 1%	3%	
	Unplanned Works (%)	**3%**	< 4%			Excessive use suggests poor works planning and a lack of co-ordination and co-operation.
	Works Awaiting Closure at year end	**0**	0			
	Works awaiting Final Site Reinstatement Details Notice at year end	**7**	0			
	Works registered per 100km	**50**		61		This metric considers a roads authorities performance against their respective SCOTS peer group. The RA Average is shown for SCOTS Group - SCOTS Group - City.
Sample Inspections	Category A Undertaken	**101%**	100%			It is expected that all roads authorities undertake all target sample inspections in each of the 3 categories.
	Category B Undertaken	**102%**	100%			
	Category C Undertaken	**103%**	100%			
Miscellaneous	Fixed Penalty Notices (FPNs) Issued	**295**	≥ 0			All roads authorities are encouraged to issue FPNs to drive improvement of utility performance. Currently 20 authorities issue FPNs.
	Attendance at Area RAUC meetings	**67%**	100%			Regular attendance at Area RAUC meetings demonstrates a commitment to meeting your statutory obligations to co-ordinate road works.
	Vault Submissions	**6**	≥ 4			Whilst not a statutory requirement, organisations are encouraged to submit regular updates in the interests of safety and to assist good works planning.

This page is intentionally left blank

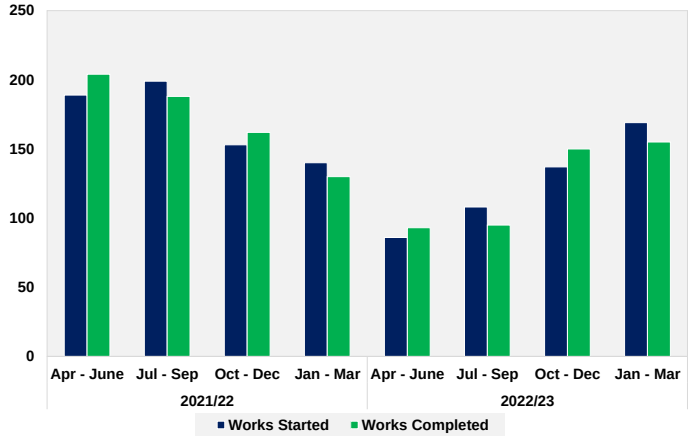
ABERDEEN CITY COUNCIL KEY MANAGEMENT INDICATORS (April 2021 to March 2023)

Noticing Failures (2a) per Works Started (9a)



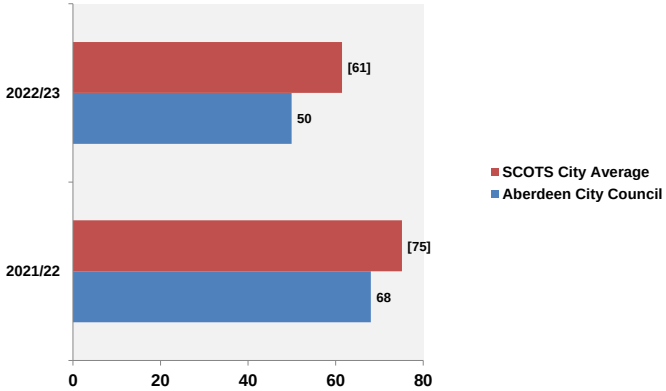
The number of noticing failures made by the roads authority as a percentage of actual starts as compared with the overall Utility and Roads Authority averages across Scotland.

Works Started (9a) and Completed (9b)



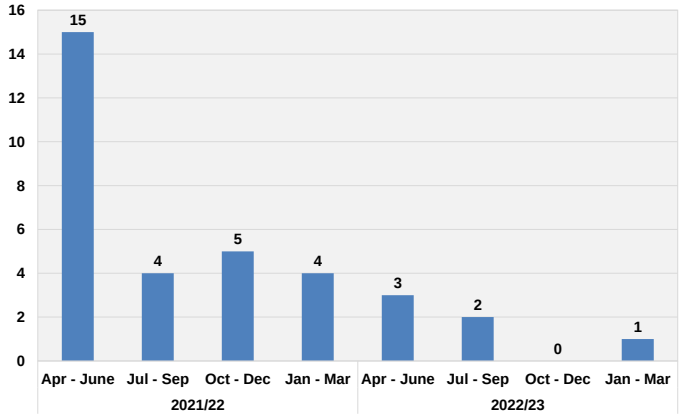
The number of works started and works completed in each quarter.

Works Started (9a) per 100 km (Scottish Transport Statistics)

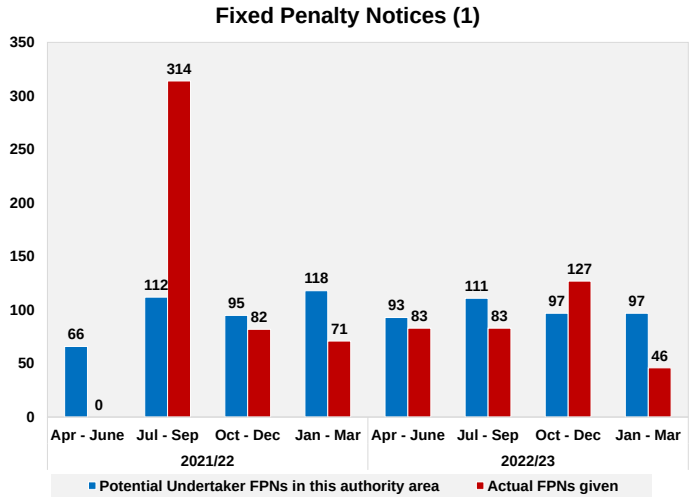


The number of works started notices entered per 100 km of road in authority area as compared to the authorities SCOTS grouping.

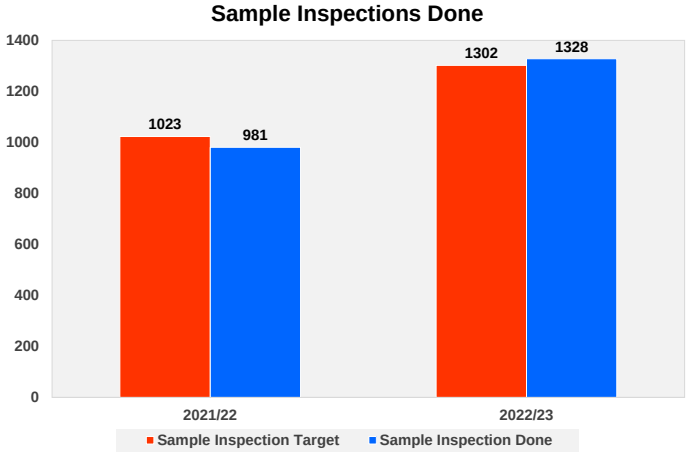
Overrunning Works (6)



The number of roads authority overrunning works outstanding



The number of actual fixed penalty notices issued to undertakers operating in the authority area compared with the potential fixed penalty notices.



The percentage of Sample Inspections carried out by the authority shown as a percentage of those expected to be achieved.

Aberdeen City Council

Scottish Road Works Commissioner Annual Performance Review - (April 2021 to March 2023)

Noticing Activity and FPNs

Noticing Failures

The Commissioner wishes to measure the accuracy of the information held on notices and that the appropriate timescales are being met. This report measures the number of error messages generated by the Scottish Road Works Register (SRWR) which would flag a potential Fixed Penalty Notice offence were the same error made by a utility company. The failure rate is based on a comparison with the number of Actual Start Notices which are issued.

		2021/22				2021/22	2022/23				2022/23
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Year	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Year
Number of Noticing Failures	Indicator Report 2a	6	8	9	3	26	3	2	2	6	13
Noticing Failures per Actual Start Notices	Indicator Report 2a	3.2%	4.0%	5.9%	2.1%	3.8%	3.5%	1.9%	1.5%	3.6%	2.6%
Roads Authority Overall Average		*[4.0%]*	*[3.1%]*	*[3.2%]*	*[3.0%]*	*[3.3%]*	*[3.3%]*	*[2.8%]*	*[3.5%]*	*[2.6%]*	*[3.0%]*
Utility Overall Average		*[6.9%]*	*[5.8%]*	*[7.0%]*	*[6.4%]*	*[6.5%]*	*[5.4%]*	*[5.8%]*	*[5.3%]*	*[5.1%]*	*[5.4%]*

Noticing Management Information

The Commissioner wishes to determine if roads authorities are meeting their duty to enter notices for all of their works on the SRWR. This is done by measuring the number of Actual Start Notices and Completion Notices entered on to the SRWR. The Commissioner also wishes to keep under review the designations given to works.

		2021/22				2021/22	2022/23				2022/23
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
Works Started	Indicator Report 9a	189	199	153	140	681	86	108	137	169	500
Works Completed	Indicator Report 9b	204	188	162	130	684	93	95	150	155	493
Permits, Consents and Works Under Licence	Indicator Report 9c	319	428	328	321	1396	320	343	293	335	1291
Emergency, Urgent or Remedial Dangerous Works	Indicator Report 9a	12	5	5	6	28	1	5	1	9	16
Minor, Standard, Major Works, Remedial Other and Road Restrictions	Indicator Report 9a	177	193	148	134	652	84	103	136	160	483

Works Notices per 100km

The Commissioner wishes to ensure that all roads authorities are entering all their notices. To this end the number of notices issued by each authority has been analysed to give a figure representative of works per 100km. This figure is being used as a benchmark to compare information for each authority from the same SCOTS grouping (island, rural, semi-urban, urban and city). Road Lengths are taken from Chapter 4, Table 4.2 Public Road Lengths by Council Area and Class of the Scottish Transport Statistics.

	2019/20	2020/21	2021/22	Road Length (2021)	2022/23
Aberdeen City Council	47	42	68	1001	50
SCOTS Group - City					
City of Edinburgh Council	*102*	*89*	*117*	*1448*	*106*
Dundee City Council	*56*	*41*	*57*	*576*	*38*
Glasgow City Council	*55*	*36*	*59*	*1834*	*52*
SCOTS City Average	*[65]*	*[52]*	*[75]*	*[4,783]*	*[61]*

Fixed Penalty Notices

The Commissioner is monitoring the number of roads authorities which are issuing Fixed Penalty Notices. This is included for information only as the issuing of FPNs is at the discretion of the roads authority.

		2021/22				2021/22	2022/23				2022/23
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
Potential Undertaker FPNs in this authority area	Indicator Report 1	66	112	95	118	391	93	111	97	97	398
Actual FPNs given	Indicator Report 1	0	314	82	71	467	83	83	127	46	339
FPNs given for Road (Scotland) Act Offences	Indicator Report 3	0	0	0	0	0	0	0	0	0	0
FPNs withdrawn	Indicator Report 1	0	0	59	95	154	28	8	0	8	44

Contact Details

The Commissioner wishes to ensure that all roads authorities are entering accurate contact details to ensure good communication. The SRWR triggers a warning if a notice is created without contact details for the Originator of the notice and the Contractor carrying out the works. Data is presented as a percentage of R9a & R9c to include works started. Only under licence works are included from R9C.

	2021/22				2021/22	2022/23				2022/23
	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
Number of works recorded without correct contact details	0	3	0	0	3	0	0	0	1	1
Percentage of works input under this category per Actual Start Notice	0.0%	1.5%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.6%	0.2%

Management and Timing of Works

Timing of Works

The Commissioner wishes to review the use of RAUC(S) agreed procedures relating to Early Starts, Late Starts, Overrunning Works and Works Extensions. Early Starts, Late Starts and Work Extensions are presented as a percentage of all works.

		2021/22				2021/22	2022/23				2022/23
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
Number of Early Starts	Indicator Report 10	14	111	47	23	195	15	6	6	10	37
Percentage of Early Starts		7.4%	55.8%	30.7%	16.4%	28.6%	17.4%	5.6%	4.4%	5.9%	7.4%
Roads Authority Early Starts Average		*[8.8%]*	*[9.0%]*	*[7.8%]*	*[9.7%]*	*[8.8%]*	*[7.7%]*	*[7.8%]*	*[7.3%]*	*[5.2%]*	*[7.0%]*
Number of Late Starts	Indicator Report 10	0	4	11	4	19	2	10	2	4	18
Percentage of Late Starts		0.0%	2.0%	7.2%	2.9%	2.8%	2.3%	9.3%	1.5%	2.4%	3.6%
Roads Authority Late Starts Average		*[0.8%]*	*[1.3%]*	*[1.5%]*	*[0.7%]*	*[1.1%]*	*[1.1%]*	*[1.3%]*	*[0.7%]*	*[0.6%]*	*[0.9%]*
Number of Works that Overrran	Indicator Report 6	15	4	5	4	28	3	2	0	1	6
Percentage of Works that Overran against Works Complete		7.4%	2.1%	3.1%	3.1%	4.1%	3.2%	2.1%	0.0%	0.6%	1.2%
Roads Authority Overrunning Works Average		*[0.2%]*	*[0.2%]*	*[0.3%]*	*[0.3%]*	*[0.2%]*	*[0.3%]*	*[0.2%]*	*[0.3%]*	*[0.3%]*	*[0.3%]*
Number of Work Extensions	Indicator Report 12	23	30	15	17	85	15	7	24	17	63
Percentage of Work Extensions		12.2%	15.1%	9.8%	12.1%	12.5%	17.4%	6.5%	17.5%	10.1%	12.6%
Roads Authority Work Extensions Average		*[8.6%]*	*[7.3%]*	*[8.9%]*	*[7.5%]*	*[8.1%]*	*[6.7%]*	*[7.2%]*	*[7.0%]*	*[6.2%]*	*[6.8%]*
Works Awaiting Closure	Indicator Report 16	3	1	2	0	0 outstanding	2	0	0	0	0 outstanding
Works Awaiting Final Site Reinstatement Details	Indicator Report 16	8	10	11	11	11 outstanding	12	12	9	7	7 outstanding

Traffic Management Not Yet Known

Misuse of "Not Yet Known" Traffic Management Type

The Commissioner wishes to monitor the misuse of this category. The SRWR triggers a warning if Traffic Management "Not Yet Known" is still selected when issuing a Notice of Expected Start Data on planned, non-urgent works. Data is presented as a percentage of all works where an Actual Start Notice is required.

	2021/22				2021/22	2022/23				2022/23
	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
Number of works recorded late as "Traffic Management not yet known"	1	0	0	1	2	0	0	11	1	12
Percentage of works input under this category per Actual Start Notice	0.5%	0.0%	0.0%	0.7%	0.3%	0.0%	0.0%	8.0%	0.6%	2.4%

Gazetteer Updates

The Commissioner wishes to monitor the frequency of submission of Gazetteer updates made to the SRWR. These submissions should be made every quarter, but on the rare occasions there are no new roads in the council area the submitter can report that there is no update required.

	2021/22				2021/22	2022/23				2022/23
	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
Submissions made	Update Submitted	Update Submitted	Update Submitted	Update Submitted	4 Successful Submissions	Update Submitted	Update Submitted	Update Submitted	No Submission	3 Successful Submissions

Sample Inspections Undertaken

The Commissioner wishes to ensure that all roads authorities are undertaking their statutory sample inspections as required.

		2021/22				2021/22	2022/23				2022/23
		Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Total
Category A Inspections	**Quarterly Inspections**	214	69	7	4	294	169	115	51	105	440
Category A Passed	**Reports**	203	67	7	4	281	156	108	50	98	412
Category A Pass Rate Percentage		94.9%	97.1%	100.0%	100.0%	95.6%	92.3%	93.9%	98.0%	93.3%	93.6%
Category B Inspections		95	92	81	76	344	116	102	111	113	442
Category B Passed		73	61	60	68	262	91	85	92	91	359
Category B Pass Rate Percentage		76.8%	66.3%	74.1%	89.5%	76.2%	78.4%	83.3%	82.9%	80.5%	81.2%
Category C Inspections		83	116	78	66	343	91	130	86	139	446
Categyr C Passed		60	74	51	46	231	52	88	71	105	316
Category C Pass Rate Percentage		72.3%	63.8%	65.4%	69.7%	67.3%	57.1%	67.7%	82.6%	75.5%	70.9%
Sample Inspection Target	**SRWR Inspection Statistics**	255.75	255.75	255.75	255.75	1023	325.5	325.5	325.5	325.5	1302
Sample Inspection Done		392	277	166	146	981	376	347	248	357	1328
Percentage of Samples Done		153.3%	108.3%	64.9%	57.1%	95.9%	115.5%	106.6%	76.2%	109.7%	102.0%

Attendance at Meetings

The Commissioner wishes to ensure that at least 75% of Area RAUC(S) meetings are being attended to ensure co-operation and co-ordination takes place.

	2021/22				2021/22	2022/23				2022/23
	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Attendance	Apr - June	Jul - Sep	Oct - Dec	Jan - Mar	Attendance
Area RAUC Attended										
NoS RAUC	Y	N	Y	Y	75%	N/A	N/A	N/A	N/A	N/A
NRAUC	N/A	N/A	N/A	N/A	N/A	Y	N/A	N	Y	67%

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	RES/23/240
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Katie Watson
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

This report considers objections and comments received as part of the statutory consultation process with respect to proposed Traffic Regulation Orders (TROs).

2. RECOMMENDATIONS

That the Committee:-

2.1 Acknowledge the objections received as a result of the public advertisement of proposed Traffic Regulation Orders;

2.2 In relation to "THE ABERDEEN CITY COUNCIL (ANGUSFIELD AREA, ABERDEEN) (20MPH SPEED LIMIT) ORDER 202[X]" overrule the objection received and approve this order be made as originally advertised;

2.3 In relation to "THE ABERDEEN CITY COUNCIL (DEESIDE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202[X]" overrule the objection received and approve this order be made as originally advertised; and

2.4 In relation to "THE ABERDEEN CITY COUNCIL (MAIDENCRAIG AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202X" overrule the objection received and approve this order be made as originally advertised.

3. CURRENT SITUATION

3.1 This report deals with proposed TROs which, at the public advertisement stage, have been subject to statutory objections. The report presents the objections received and provides officers' responses to the issues raised. Plans detailing each of the schemes in question are included within appendices 1 (Angusfield area), 4 (Deeside Gardens) and 7 (Maidencraig area) to this report. Redacted copies of the letters of objection received are within appendices 2 (Angusfield

area), 5 (Deeside Gardens) and 8 (Maidencraig area). Street notices for the proposals are also included in appendices 3 (Angusfield area), 6 (Deeside Gardens) and 9 (Maidencraig area).

3.2 **THE ABERDEEN CITY COUNCIL (ANGUSFIELD AREA, ABERDEEN) (20MPH SPEED LIMIT) ORDER 202[X]**

Proposal

3.2.1 The proposed Traffic Regulation Order is to establish a mandatory 20mph speed limit within streets in the Angusfield Avenue area, which are currently subject to an advisory 20mph speed limit only (i.e. "Twenty's Plenty").

A notice of motion (NOM) was submitted on 13th July 2022 by Councillor Cooke and Councillor Greig "That Council instructs the Chief Officer - Operations and Protective Services, to take the necessary steps to amend the current advisory 20mph speed limit on Angusfield Avenue, between its junctions with Queen's Road and King's Gate, to a mandatory 20mph speed limit." The Council approved this NOM on 13th July 2022. This followed years of correspondence with residents and Councillors expressing their dissatisfaction with alleged speeding in this area.

Objections

3.2.2 One statutory objection was received from a property owner within the proposed zone. The objector provided emails covering the reasons for their objection. A redacted copy of the objection can be read in Appendix 2. The plan for the original proposal is available in Appendix 1 and the street notice in Appendix 3. A summary of the main points of the objection are provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.2.3 **Compliance with a mandatory 20mph speed limit will be no better than the current advisory 20mph, as there are no resources for enforcement and no history of severe road traffic incidents to warrant inspection.**

The Council is currently assessing the road network with a view to introducing widespread 20mph speed restrictions in residential and high footfall areas. This work is funded by Scottish Government as they aim to bring forward widespread implementation of 20mph speed limits in urban areas with the overall aim is to make travel at 20mph the "norm" and therefore an expected driving practice for all.

With a mandatory 20mph speed limit established, there are more strategies available to encourage slow driving speeds. For example, speed indicator devices (SIDs), which could show smiling or frowning faces depending on the driving speed, could be temporarily installed and set to 20mph. The Transport Research Laboratory (2008) found that SIDs were effective at reducing drivers' speeds, particularly at newly established sites.

The level of enforcement of 20mph speed limits is a matter for Police Scotland to decide. Where speeding causes serious road safety concerns, the Council works with Police Scotland to determine the level of enforcement required.

3.2.4 **The funds used to implement this project could be better spent. In particular, the funds could be used to repair potholes in this area, which is an issue Councillors campaigned on in local elections.**

The Roads and Transport Related Budget Programme is reported annually to this Committee. It sets out the proposed maintenance budget based on the annual whole network condition assessment and the various road safety and active travel budgets used for other infrastructure measures and changes. This year's report can be viewed here http://councilcommittees/documents/s143959/Roads%20and%20Transport%20Related%20Budget%20Programme%202023-2024.pdf

The reporting protocols are established to ensure appropriate use of public funds and final decisions on the spend for the year are made by the Committee.

3.2.5 **The 'Unnamed lane between Angusfield Avenue and Westholme Avenue', mentioned in the schedule of the draft traffic regulation order, is a gravel track residents use only to access garages and appears unadopted (privately-maintained). The Council's jurisdiction at this location is unclear. It is wasteful to spend money on signs for this lane as the road condition means it is impossible to drive faster than 20mph.**

The lane in question is not adopted by the Council. As the Local Roads Authority, the Council has powers to create TROs for unadopted roads. There are no plans to install 20mph signs on this lane as the Local Roads Authority believe it is unlikely that drivers could drive more than 20mph, given the road condition and sharp bends at either end. If the lane were not scheduled in the TRO, then it would be necessary to erect 30mph terminal signs at the entry points to the lane, which the Local Roads Authority believe sends out the wrong signal to drivers over what might be an appropriate speed to drive along the lane.

3.3 **THE ABERDEEN CITY COUNCIL (DEESIDE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202[X]**

Proposal

3.3.1 There have been ongoing concerns expressed by residents over incidents of obstructive parking on Deeside Gardens. When considering the Deeside Drive area, the Council have introduced two batches of restrictions to certain lengths of road in the past few years, these being relevant to issues of visitors / commuters parking indiscriminately, the sources of these vehicles being suggested as Robert Gordon University (displacement associated with Garthdee Controlled Parking Zone), St Francis of Assisi Church, and visitors accessing the Deeside Way. The usual course of action would be to report isolated incidences of vehicular obstruction to Police Scotland, however, after

a period of investigation, it has been found there is a pattern of regularity to the latest issues on Deeside Gardens and it would now be appropriate to promote certain lengths of prohibition of waiting at any time to manage parking on a limited section of Deeside Gardens, with the City Wardens Service able to provide enforcement action should the restrictions be contravened.

Objections

3.3.2 Forty-nine statutory objections have been received from 41 residents and 7 visitors of the Deeside Gardens area. 1 objector did not state if they were a resident or visitor. The objectors provided emails covering the reasons for their objection. 40 of these objections used the same template to respond, with 11 sent on behalf of others but from the same email address. Redacted copies of these objections can be read in Appendix 5. The plan for the original proposal is available in Appendix 4 and the street notice in Appendix 6. A summary of the main points of the objections are provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.3.3 **Dissatisfaction with advertisement of public consultation: street notices were mistaken for notices posted for a different proposal, were in poor condition and did not cover a large enough area (since it is believed this length of prohibition will affect whole estate); letters about the proposal should have been sent to all residents of the estate; due to the school holidays, the consultation period should be extended, and; some people, particularly the elderly, could not follow the link to the consultation webpage.**

The Statutory process has been followed whereby a street notice has been displayed adjacent to the proposed site of action for a period of 4 weeks (19th June to 17th July 2023). The usual advertisement period of 21 days (3 weeks) was extended due to the partial overlap with school holidays. A notice was also published in the Evening Express and details were added to the Council's consultation pages.

The street notice included postal and telephone details for those unable to access the online consultation.

3.3.4 **The visitor parking associated with Robert Gordon University (RGU) and St Francis of Assisi Church is not a 24/7 problem. Students are not causing a problem; however, the Council should work towards a long-term solution with RGU, and build a multi-storey car park on RGU campus for students, obtaining funding from wealthy private donors to construct it. The priest can ask the congregation to park more considerately.**

Officers have consulted with both RGU and St Francis of Assisi Church regarding parking pressures. Both organisations engage with visitors regarding parking and encourage safe and appropriate parking.

The Council would recommend that Travel Plans be put in place to promote and support those travelling actively or on public transport to maximise these options to minimise use of private cars.

3.3.5 **Inconsiderate parking only affects a couple of residents. By putting in lengths of restrictions, the problem will be knocked-on, as people who would usually park in that area will be forced to move to the next available spot further into the estate. This will lead, in time, to the whole estate being spoiled by waiting restrictions and perhaps permit-controlled parking, affecting all residents.**

The implementation of a controlled parking zone is not currently under consideration for the area. The measures proposed aim to manage parking patterns for the safety of all road users in a localised area around St Francis of Assisi Church. By keeping parking on one side of the carriageway only, it will ensure there is always room for a moving vehicle to pass parked vehicles. The Local Roads Authority are aware that currently people are sometimes parking in a staggered fashion, without leaving enough room for a vehicle to pass. The proposed measures do not seek to reduce parking for residents. Minimal displacement would be expected in this instance.

3.3.6 **The proposal is discriminatory, as it has the effect of restricting access to The Deeside Way. To discourage access to a facility with social, environmental and physical fitness benefits for users is abominable.**

Access to the Deeside Way has not been restricted. Obstructive parking practices have been stopped near the access to the route meaning drivers have to park at a more appropriate location.

3.3.7 **The existing lengths of waiting restrictions installed last year are misguided and already cause problems in this busy area. These include "illegal parking" and issues parking directly outside homes for people who have accessibility issues, more than one car, or children that use car seats. Those problems will be exacerbated if further waiting restrictions are installed.**

The installation of waiting restrictions in residential areas is not usually undertaken as it can move issues elsewhere within estates, impacting on residents' ability to park near their property however, in this instance, given the volume of visitors to the area, the lines were proposed to have minimal impact beyond managing better parking practice in a localised area.

3.3.8 **The proposed measures impact visitors, including carers and tradespeople. Tradespeople will require permits to work in homes here.**

There are no proposals to require permits for visitor parking. Parking will be available on a first come, first served basis.

3.3.9 Certain sections of the existing painted markings are longer than was previously consulted on and what appears in the current proposal. They

should be shortened to match the schedule in the Traffic Regulation Order.

The lines installed previously were advertised on 12th April – 3rd May 2021. The Local Roads Authority are aware that these lines were mistakenly installed too long and this shall be corrected.

3.3.10 **There is no effective enforcement of the existing measures.**

Enforcement by the Council's City Wardens is focussed on areas of road safety concerns and high traffic volumes, such as schools and the city centre. However, tasks can be raised to visit local areas for additional management as and when resources permit.

3.3.11 One objection to the proposed scheme stated the measures "don't go far enough" and described leaving their house like playing "dodgems". Officers believe that the measures are the minimum required to manage safe travel through the area. Further measures would lead to greater impact on availability of parking for residents.

3.4 **THE ABERDEEN CITY COUNCIL (MAIDENCRAIG AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202(X)**

Proposal

3.4.1 The construction of the Maidencraig residential development is ongoing, with many properties now occupied. The new lengths of 20mph speed limit will be self-enforcing through the use of narrow carriageways, buildouts/chicanes (which have a traffic-calming effect as drivers give priority to oncoming vehicles) and raised tables. These measures will have a positive effect on road safety and encourage active travel. At various narrow points in the scheme, and around junctions, lengths of prohibition of waiting at any time are proposed; these ensuring the narrow carriageway does not become blocked and allows enough visibility at junctions to safely manoeuvre.

Objections

3.4.2 One statutory objection was received from a property owner within the proposed area. The objector provided an email covering the reasons for their objection. A redacted copy of this objection can be read in Appendix 8. The plan for the original proposal is available in Appendix 7 and the street notice in Appendix 9. A summary of the objection is provided below, with points made by the objector highlighted in bold (and paraphrased for brevity), which are thereafter followed by a response from a traffic management perspective:

3.4.3 **They object on the basis of inconvenience that they will not be parked outside their house – they will have to use their driveway at the back of the house and drive through the estate to leave. The objector's spouse is an on-call doctor and could have to leave quickly. It is unfair that the restrictions only apply to the length of the service road that their house lies on.**

The waiting restrictions are to maintain a safe route through the estate for all road users. Given that the objector has a driveway it is reasonable to expect that they use this for parking purposes. It is estimated that parking to the rear of the property adds 450 metres to the journey to leave the estate.

4. FINANCIAL IMPLICATIONS

4.1 The cost of these proposals can be met from within existing resources and will be matched against the most appropriate Roads budget.

The Scottish Government introduced a Roads Safety Improvement Fund for local authorities at the beginning of 2023/24 and this has been added to the Council's Roads Safety Fund capital budget. Developer obligation funding may be available where the measures relate to new developments. The Roads revenue budget for 2023/24 also contains funding to support provision of disabled parking spaces.

5. LEGAL IMPLICATIONS

5.1 Should the recommendations of this report not be approved and the proposals not progressed, any future request for restrictions at these locations would require officers to again undertake the steps outlined in The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 to progress the necessary Traffic Regulation Order.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct implications arising from the recommendations of this report however reduced speed limits can create a better environment for cycling and walking within communities.

7. RISK

The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Road safety levels and traffic management could be compromised if measures are	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic	M	**Yes**

	not progressed, leading to continued public concern.	Management issues to reduce incidents of public objections		
Compliance	No significant risks identified			
Operational	Current staggered parking patterns are a health and safety risk as there is sometimes not enough space for vehicles to pass each other.	Officers propose waiting restrictions are installed to encourage a safer parking practice, contained to one side of the carriageway.	L	**Yes**
Financial	No significant risks identified			
Reputational	• Proposals can be contentious and attract negative feedback. • It may damage the Council's reputation to not implement the proposed 20mph zone and thus be in misalignment with the national strategy for 20mph default speed limit in urban areas.	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	M	**Yes**
Environment / Climate	Should the proposed 20mph zone not be implemented, there is a risk of missing out on potentially lower	Officers propose that the 20mph zone be implemented	M	**Yes**

	carbon emissions associated with slower driving speeds and a more welcoming environment for cycling			

8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Prosperous Place Stretch Outcomes	It is hoped a transport mode shift away from private vehicle to active travel will occur as a result of the more welcoming environment created for walking and cycling through the installation of a 20mph speed limit in the Angusfield area, proposed within this report. This proposal supports the delivery of LOIP Stretch Outcomes: • 13 - "Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate" • 14 – "Increase sustainable travel: 38% of people walking and 5% of people cycling as a main mode of travel by 2026"
Regional and City Strategies *Regional Transport Strategy*	The proposal within this report for a 20mph speed limit in Angusfield area support a number of the priorities in the Nestrans Regional Transport Strategy: • Zero fatalities on the road network • Air quality that is cleaner than the World Health Organisation 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.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Integrated Impact Assessment (Stage 1) completed
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

Appendix 1 – Angusfield Avenue 20mph Zone Plan

Appendix 2 – Angusfield Avenue Objection

Appendix 3 – Angusfield Avenue Street Notice

Appendix 4 – Deeside Gardens Waiting Restrictions Plan

Appendix 5 – Deeside Gardens Objections

Appendix 6 – Deeside Gardens Street Notice

Appendix 7 – Maidencraig Waiting Restrictions Plan

Appendix 8 – Maidencraig Objection

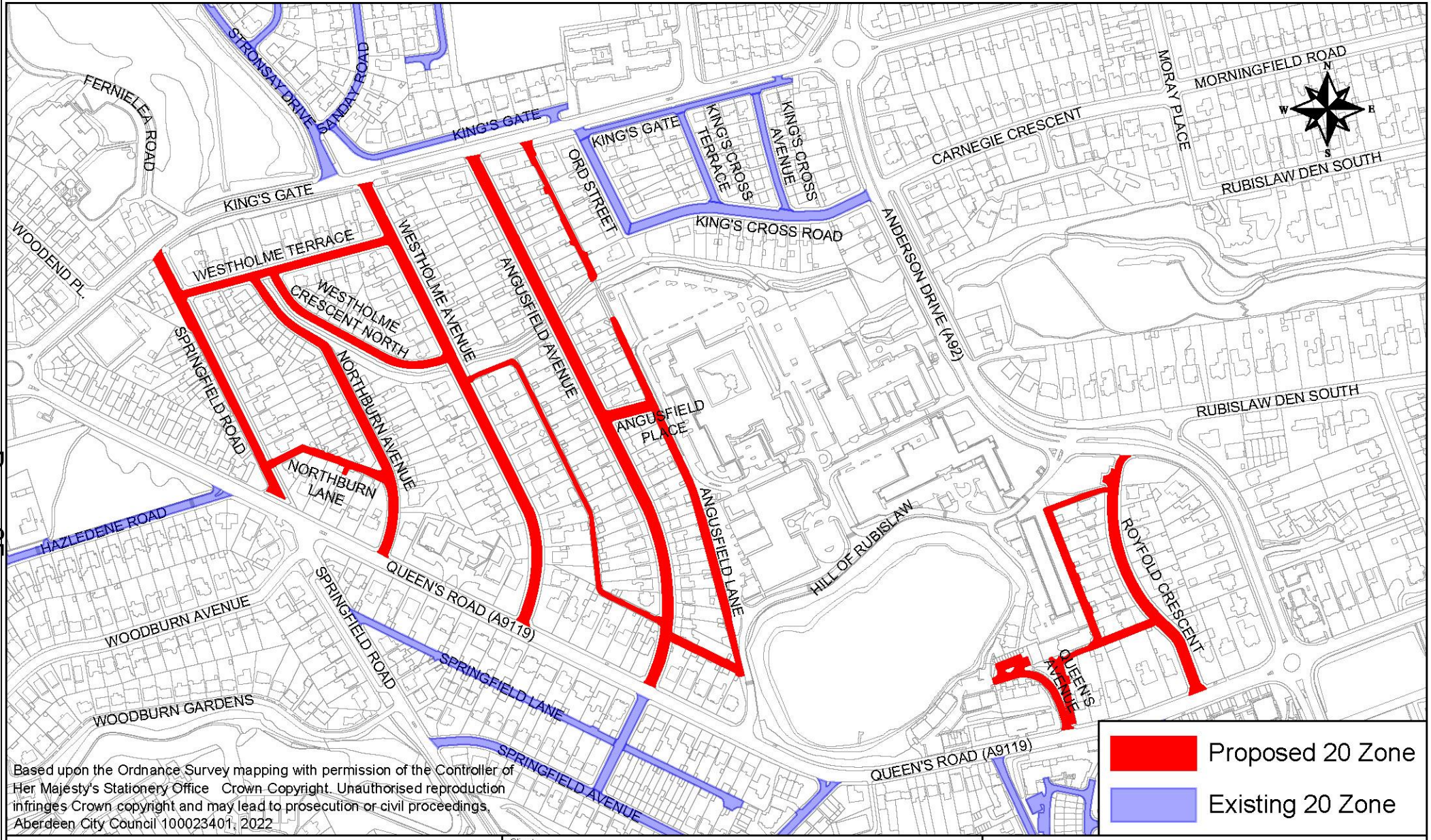
Appendix 9 – Maidencraig Street Notice

12. REPORT AUTHOR CONTACT DETAILS

Name	Katie Watson
Title	Engineering Assistant
Email Address	KaWatson@aberdeencity.gov.uk
Tel	01224 053866

.

APPENDIX 1 – Angusfield Avenue 20mph Zone Plan



ABERDEEN CITY COUNCIL

Operations and Protective Services
Traffic Management and Road Safety

Business Hub 11, 2nd Floor West, Marischal College
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client	ABERDEEN CITY COUNCIL
Project	TRAFFIC MANAGEMENT PROPOSALS
Description	For consultation
Drawing Title	Angusfield Avenue area 20 Zone

Originator	Checked	Approved	Date	Scale	Project Number	Sheet size	Drawing Number	Sheet No.	Revision
KW	VR	VR	04/11/22	1:5000		A4	TM_TRO_22_30	1/1	0

APPENDIX 2 - Angusfield Avenue Objection

From: [redacted]
To: TrafficManagement
Subject: Objection: Re - Various Traffic Management and Developer Proposals
Date: 19 June 2023 11:38:32

Please record my objection to the proposals contained in the recently published proposals issued by Aberdeen City Council, acting as the Local Roads Authority, in its recently issued proposals to make a number of Traffic Regulation Orders in terms of its powers under the Road Traffic Regulation Act 1984.

I am a resident of one of the affected streets, [redacted], and my objections relation to the specific proposals as affects that street as well as to the generality of the city-wide proposals with the exception of those specific to school zones.

The grounds for my objection are:

1. there is no evidence that a switch to enforceable signage from voluntary will improve compliance - clearly there will be no resources applied to actual enforcement (absent an actual road traffic incident of sufficient severity to allow forensic speed evidence to be gathered to determine whether grounds to prosecute exist). Drive behaviour will therefore be unaffected, the mix of <=20mph and >20mph will be unchanged.

2. Bearing 1. in mind, the allocation of funds to this, in an environment where there are better uses for those funds, is wasteful. This comment relates to the specifics of the £11,000 cost regarding Angusfield etc but also the aggregate cost of the other projects which are significant.

3. Specifically, regarding Angusfield, the funds could be applied to repair the road which is in a shocking state with multiple potholes as are dangerous. Photos are attached to this email submission. I have others but you will get the gist from these three, my having limited the attachments to ensure the email is not too large.

4. Regarding prioritisation of spend, potholes frequently are mentioned in local election campaigns and dealing with them are popular vote winners. Changing signage in the hopes that fast drivers will become slower drivers is not a doorstep issue in local election campaigns. Council officials ought to be delivering what the local electorate want their Councillors to deliver.

5. Specifically regarding Angusfield, the referenced 'Unnamed lane between Angusfield Avenue and Westholme Avenue' would appear to be a lane which is not maintained by the council. It is a dirt track. It it is adopted by the council then it needs to be tarred and maintained. If it is not maintained by the Council, it is unclear what the Council's jurisdiction would be. Regardless, the state of the road, which only exists for residents to access garages, would make driving at >20mph impossible. A combination of those factors makes it absurd to spend money on signage.

Please acknowledge receipt of this objection which is made this 19th day of June 2023.

I will furnish a copy of this to my councillors via email.

[redacted]

Aberdeen
[redacted]

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (ANGUSFIELD AREA, ABERDEEN) (20MPH SPEED LIMIT) ORDER 202(X)

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a 20mph speed limit on the roads in Aberdeen specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

https://consultation.aberdeencity.gov.uk/operations/traff-man-june-2023/

The consultation will run between 19 June and 17 July 2023. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 19 June to 17 July 2023, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data.

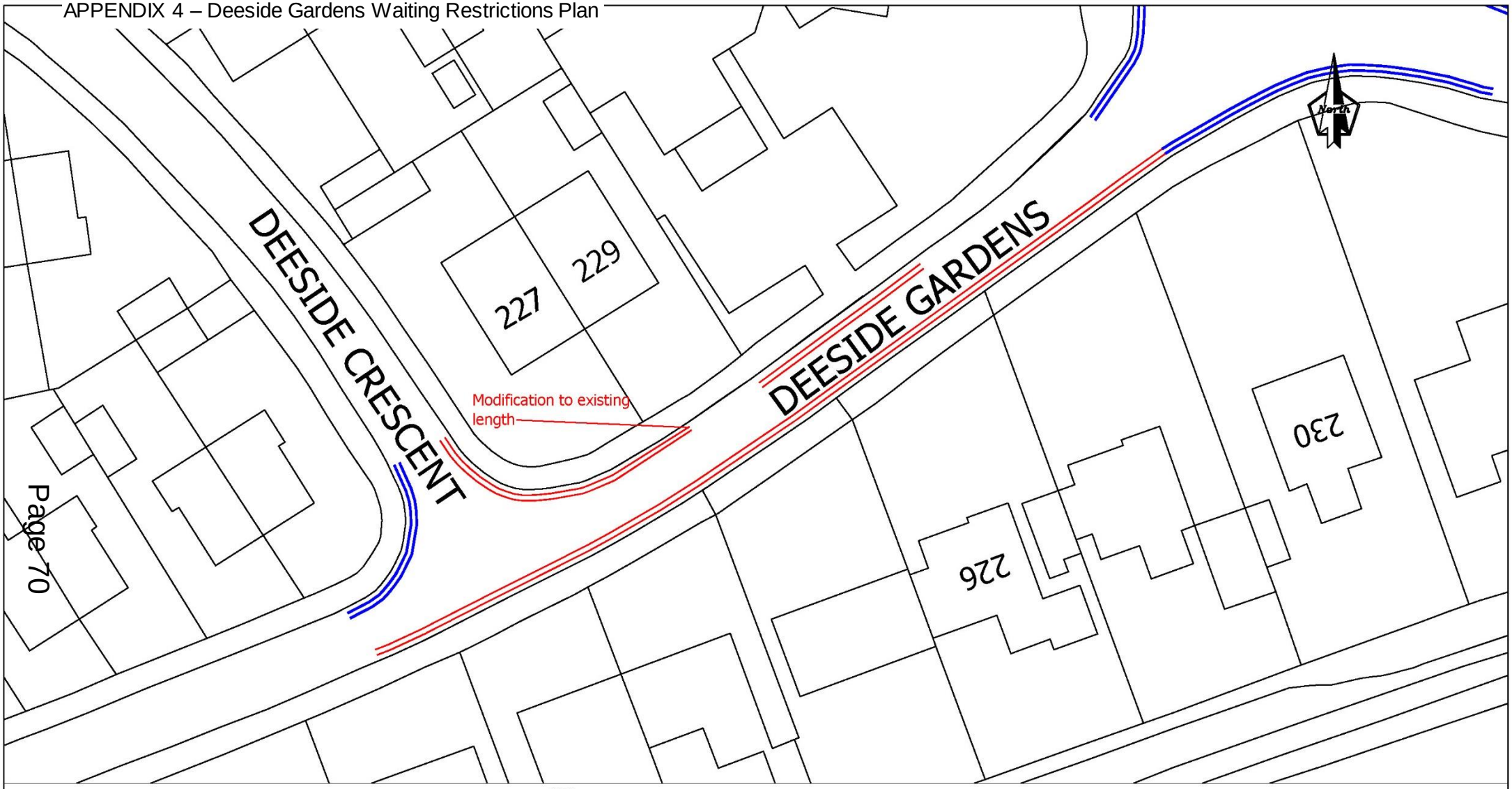
Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

Roads subject to mandatory 20mph speed limit (in their entirety unless otherwise stated)

Angusfield Avenue, Angusfield Lane, Angusfield Place, Northburn Avenue, Northburn Lane, Queen's Avenue, Royfold Crescent, Royfold Lane, Springfield Road (between its junctions with Queen's Road and King's Gate), Unnamed Lane between the junctions of Angusfield Avenue and Westholme Avenue, Westholme Avenue, Westholme Crescent North, Westholme Crescent South and Westholme Terrace.

APPENDIX 4 – Deeside Gardens Waiting Restrictions Plan



KEY

Existing prohibition of waiting at any time

Proposed prohibition of waiting at any time

Prohibition of waiting on any day between 8am and 6pm

Rev	Date	Details	Orig	Chk'd	App'd
			XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: Small Scale Traffic Management 2023/24

Operations and Protective Services
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College,
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Drawing Title

DEESIDE GARDENS

Proposed lengths of prohibition of waiting at any time

Originator	Checked	Approved	Date	Project No	Scale	Size
GM			03/03/2023		NTS	A4

Drawing No.	SHT No.	Revision
		0

APPENDIX 5 - Deeside Gardens Objections

The text on the following two pages was used by 40 people to object to the proposal for additional waiting restrictions on Deeside Gardens. (Note: some emails were signed by more than one person.) Where only this text was used in the objection and no further points were expressed, the letter of objection has been removed for brevity from the pages of redacted objections within this appendix. However, in case a request to read the full objection is received, the date and time of those removed objections are listed below to help trace them. Where further points were made in the letter of objection, the objection has been left in this appendix and the duplicated text within it has been removed and substituted with "[*TEMPLATE TEXT*]".

Dates and times removed objections were received:
14 July 2023 10:25:39
14 July 2023 10:53:41
14 July 2023 11:17:30
14 July 2023 12:05:00
14 July 2023 14:30:57
14 July 2023 14:33:37
14 July 2023 14:40:23
14 July 2023 15:46:01
14 July 2023 16:53:44
14 July 2023 16:56:52
15 July 2023 10:18:46
15 July 2023 10:30:19
15 July 2023 13:23:34
15 July 2023 13:27:49
15 July 2023 13:30:13
15 July 2023 13:34:46
15 July 2023 13:36:34
15 July 2023 13:54:33
15 July 2023 14:02:39
15 July 2023 16:51:34
15 July 2023 18:55:04
15 July 2023 23:35:45
16 July 2023 10:12:42
16 July 2023 13:37:38
16 July 2023 16:52:12
16 July 2023 16:56:54
16 July 2023 19:15:06
16 July 2023 19:35:35
16 July 2023 19:45:33
16 July 2023 20:01:21
16 July 2023 20:12:37
16 July 2023 20:13:03
16 July 2023 20:18:02
16 July 2023 20:25:35
17 July 2023 14:30:02
18 July 2023 08:26 - Firmstep enquiry

TEMPLATE TEXT:

I would like to object to the proposed parking restrictions for Deeside Gardens.

Please be aware that although your street notices are, I am sure within your guidelines, I would like to bring the following points to your attention:

1/ The new posted signs are in a very poor state.

2/ Residents had not realised that there were new signs, as they thought it was still the old 20mph and the resurfacing signs posted by ACC and that had never previously been removed.

3/ The signs are only posted in a small section of the street but this proposal will definitely affect the whole estate, if you allow the implementation of these markings. The entire length of Deeside Gardens and surrounding area has the same street width or narrower and a large number of driveways on either side. At least half of these residents do not pass the posted signs as they exit the street via the top road.

4/ A lot of residents are also away due to the holiday season so together with the signage problems, I think it is only fair to extend this consultation.

The stretch of road between Deeside Avenue and Deeside Park has recently been zoned with double yellow lines on what is by far the widest street in the area and yet the least populated. This action by ACC has forced the few people who periodically park in the area to move further into the estate and cause the issue. If this was reviewed and the lines removed from wide open sweeping bends you could eliminate the most if not all of the very small amount of parking issues and stop this area being destroyed. It would remove the future cost to the city budget and also remove the need to use wardens. This suggestion should not be a problem as the street is not a rut run and will be a 20mph zone in the near future.

We would implore you to extend the deadline for consultation and open up more communication by sending official letters to each home within the estate. All residents should have the chance to understand what is being proposed. Since by putting any type of restrictions on the proposed stretch of road, you will start a knock-on effect as the cars will just move down the street to the next available spot. The people outside that spot will complain and we start this whole process over and over again. It will then spread wider and subsequently lead to restrictions in the Morningside area and beyond.

What is for one or two residents, who are new to the street, a small issue and is granted an annoyance, is now guaranteed over time to result in the whole estate being spoiled by parking restrictions.

The problem which intermittently annoys one or two residents, will now become a community wide issue affecting several hundred homes and spoil an area that was constructed in the 1960's. (60 years of no problems)

The RGU Garthdee campus was opened in 1999 and yes there are are a handful of people parking, but it only for a morning or afternoon class on occasional days of the week and not a 24/7 problem. The Church is busy on a Sunday but I am sure that the

priest could communicate a friendlier parking request to his visitors.

This area has a lot of elderly people living in it, who require several visits a day by carers, family and friends. Trade persons will also require parking permits to carry out work in your home. This will become more and more difficult for the whole community, rather than the one or two who appear to have a problem with the parking.

Most of the elderly along with younger residents have no idea about this proposal and to ask them to get access to a computer and follow a very long link to get through to the proposals, is hugely discriminating.

It is also discrimination to deny/restrict access to the few users (for social and environmental benefits) right of way to The Deeside Way which was the former railway line and whose usage has been changed since the Beeching situation in the 1960's. In these times, to discourage access to facilities which encourage fresh air and exercise is an abomination.

This is a small and very periodic parking concern for one or two new residents to the street. These residents have very large driveways with large vehicles. The driveways are empty most of the time. This will take, what is a very small issue for one or two residents to become a community wide issue and spoil an area that was contracted in the 60s and has worked successfully since that time, albeit there perhaps was a need to put double yellow lines on the corners of the road, to ensure that people did not park there, in the last few years.

Regards

From: [redacted]
To: TrafficManagement; [redacted]
Subject: Deeside Gardens proposed parking restrictions
Date: 14 July 2023 09:31:54

[redacted]
Aberdeen

As a regular visitor to this area I object to the proposed "Deeside Gardens – lengths of prohibition of waiting at any time"

[*TEMPLATE TEXT*]

Suggested Actions:

A letter to all residents (all of the community) followed by a Community Meeting advising them on all of these restrictions.

Request that the priest make his congregation aware that considerate parking is required when they visit for the services.

Regards

From: [redacted]
To: TrafficManagement
Subject: Objection - Traffic Management - Proposed Traffic Regulation Orders - June 2023
Date: 14 July 2023 14:10:39

Hi there,

I am a resident living at [redacted] and I have been reading the proposal for parking restrictions on Deeside Gardens. I would like to express my disappointment at these plans and formally object to the plans.

Having the option to park on the street is essential, especially for us right now as we are renovating our house so the driveway is often occupied by tradesmen. Also, when people come to visit, it is important for us to have space out on the street for parking.

Furthermore, if the proposed restrictions go ahead, it will only mean that the people who park on the street to attend church will just park further up the street and create more congestion at another point.

I have spoken with other residents who also echo my sentiments and do not think this proposal is a good idea.

Finally, I currently have absolutely no issue with cars being parked on the street. There is always plenty room to get past any cars that are parked out on the street - there is no effect on other drivers as a result of people parking on the street.

Thank you for taking the time to read my notice, I hope you will take my views into consideration.

Regards,

[redacted], [redacted]

From: [redacted]
To: [redacted]; [redacted]; TrafficManagement; [redacted]
Subject: Re: Deeside Gardens – proposed lengths of prohibition of waiting at any time
Date: 15 July 2023 11:30:36

I wish to raise an objection regarding the proposed "Deeside Gardens – proposed lengths of prohibition of waiting at any time" which, in my opinion don't go nearly go far enough to relieve the issues I face daily. e.g. Playing "Dodgems" as I drive in and out of our house at [redacted].

Lets meet and talk and sort the whole of the "Deeside Complex" not just the drop in the ocean that is proposed.

Kind regards

[redacted]

[redacted]

email [redacted]

On Fri, 14 Jul 2023 at 22:14, [redacted] < [redacted] > wrote:

> I wish to raise an objection regarding the proposed "Deeside Gardens – proposed lengths of prohibition of waiting at any time"
>
> [redacted]
>
> [redacted]
>
> email [redacted]

From: [redacted]
To: TrafficManagement
Subject: Deeaide Gardens, Consultation
Date: 16 July 2023 16:55:01

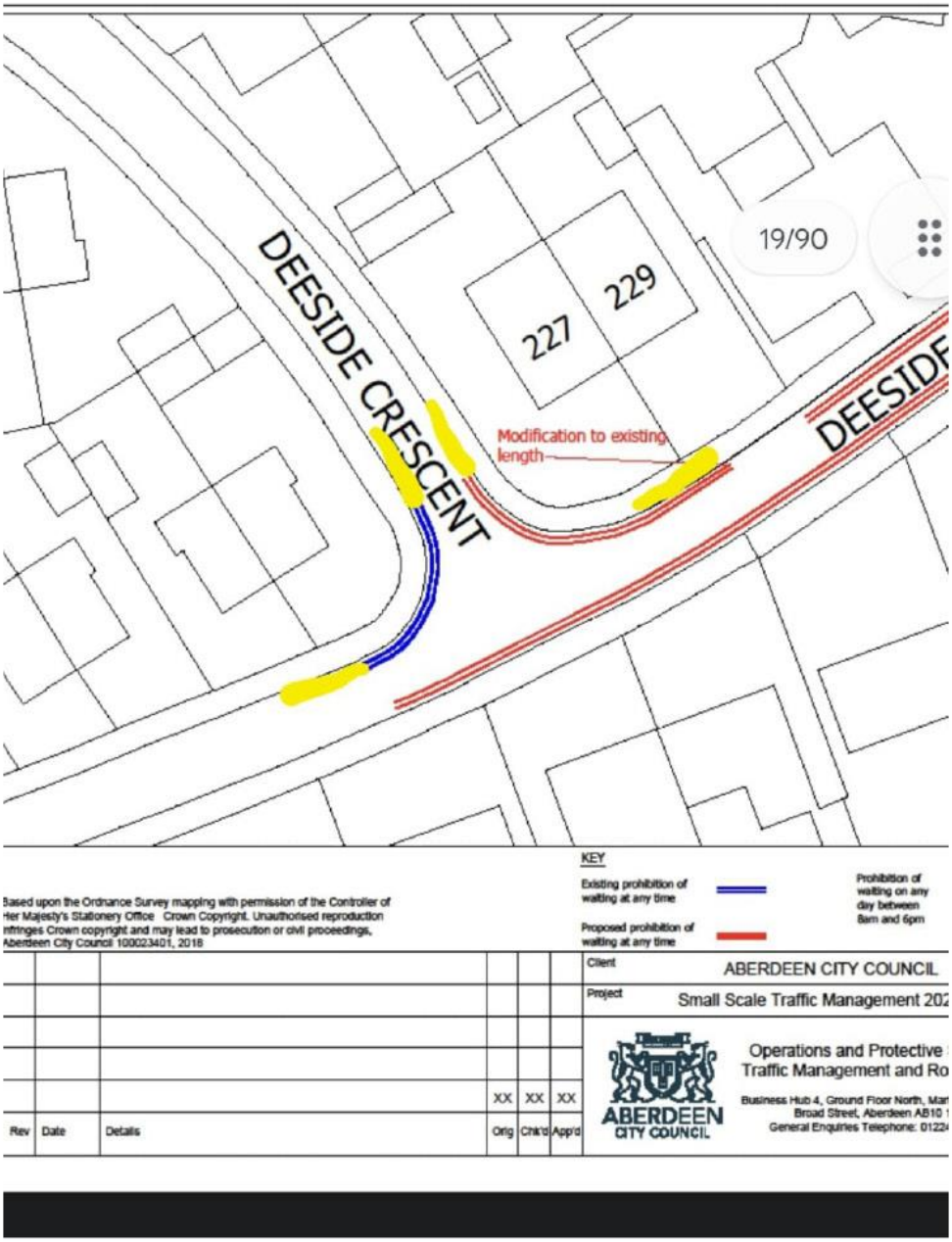
Afternoon,

I'm writing about the proposed extension to the double yellow lines on Deeside Gardens. I have some concerns that since the existing lines were added last year, parking in this area has become difficult and has led to some illegèal parking. On the side street between deeside gardens and crescent, the four houses only have small single car driveways, and the houses on crescent don't have any driveway at all. This area therefore is already busy with residents, but since the yellow lines have pushed parking back to this area instead of round the church and railway line, those with more than one car, small children in car seats and accessibility issues are struggling to park outside their own homes. Adding to the (already misguided) yellow lines is just going to exacerbate this issue.

I'd also like to point out that in reality, the lines painted in this area are over and above what was posted on the consultation, so these have been placed without consultation and should therefore be shortened to comply with council policy.

I also believe that instead of painting these problematic lines and blaming local student population (who never cause any actual issues), the money could instead be used to collaborate with RGU on a longer term solution rather than restricting access to our own homes.

Sincerely,
[redacted] resident.



Bridge of Don Ward

Elected Members: Nurul Hoque Ali / Alison Alphonse / Sarah sica

Glashieburn School area – proposed 20mph zone

From: [redacted]
To: TrafficManagement
Subject: Proposal for more restricted parking on Deeside Drive
Date: 16 July 2023 21:27:42

I have been made aware of proposals to put more double yellow lines on Deeside Drive, in front of St Francis' Church.

This concerns me a lot because in its quest to solve the problem of students (at Robert Gordon University) parking along this street, all it does, is move the problem further up the street, towards my road (Deeside Terrace) and others.

The problem of students parking along Deeside Drive has only arisen since parking in Garthdee became restricted.

You can't keep backing the problem further and further from the University. You need to find another solution eg build a multi story for students on campus.

If you continue to add double yellow lines around the Deeside Gardens area, residents won't be able to park anywhere other than on their driveway and many residents have more than one car and obviously, they have visitors too. They won't be able to park in the near vicinity of their homes and we do not want to go down the route of parking permits.

Again I think you must take a different approach to dealing with this problem. It is not fair on anyone to penalise the students or the residents.

I would remind you of the generous contribution that Sir Ian Wood made to Aberdeen by funding the Lady Helen Wood car park at the hospital. This to me was a super way to show the people of Aberdeen how much he cared and wanted to give back to the city.

There are many others who have benefitted financially from the city of Aberdeen and might be looking to fund a project to help the people of the city.

I think it would be a super legacy to fund a University carpark which would show a desire to help in the education of the city's people.

In any event, I dont want more double yellow lines to appear in the area. Finding a solution that makes it less appealing to park here regularly would be more appropriate.

A maximum parking time of say one hour (with no charges attached) might help the problem considerably and would be less impactful on the residents than double yellow lines.

Yours sincerely

[redacted]

From: [redacted]
To: TrafficManagement; [redacted] ; [redacted]
Subject: Deeside Gardens Parking Prohibition Proposal
Date: 17 July 2023 10:30:48

Dear Sir / Madam

We object to the suggested "Deeside Gardens – Proposed length of prohibition of waiting at any time."

Although these proposals will not have a direct or immediate impact on us, we fear that this extension will inevitably lead, by degrees, to prohibition throughout the entire estate with an impact on carers, tradesmen, and visitors.

We also feel that this change should have been better communicated to all residents of the estate in order for proper consultation to be achieved. A few flimsy notices attached to lampposts seems hardly adequate.

[redacted]

From: [redacted]
To: TrafficManagement; [redacted] ; [redacted]
Cc: [redacted]
Subject: Deeside Gardens – proposed lengths of prohibition of waiting at any time
Date: 17 July 2023 12:38:05

Good afternoon,

I would like to express my concern regarding the above subject which has only recently been brought to my attention. Although I do recognise there are occasionally some issues during the day with parking on either side of the road which is earmarked for extending existing restrictions, I feel this will only push the problem even further into the estate and cause more issues. Those who periodically park there for whatever reason appear to be either selfish, ignorant, or just stupid as often it results in limited space for vehicles to pass easily and safely up and down the street. This most certainly can cause access or egress issues for emergency services, council vehicles such as bin lorries and larger delivery vehicles.

My main issue is why the road between Deeside Avenue and Deeside Park recently resurfaced has now been marked with double yellow lines on what to me is the widest street in the area. This has resulted in the few people who periodically park in the area to move further into the estate and cause the real issue. If this was reviewed and the lines removed, perhaps except for the corners, you could potentially eliminate most if not all of the very small amount of parking issues. It would also provide further parking for those attending the Chapel which can be particularly busy, especially on a Sunday.

The biggest concern I have is whether extending parking restrictions further into the estate could eventually lead to permit parking which is something I and the vast majority of residents would be strongly against.

I hope a common-sense approach to this issue along the lines of what I suggest can be found. I also look forward to the long awaited 20mph speed restrictions being implemented which is something my wife and I have been asking for since moving to the area 18 years ago!

Regards,

[redacted]

From: [redacted]
To:
Subject: Waiting restrictions in Deeside Gardens and surrounding streets
Date: 20 July 2023 11:03:44

Having become aware of the measures suggested for our area, can I just raise a couple of things?

Firstly, the parking by students attending RGU has never been obstructive except for occasional instances where cars parked opposite driveways have caused an issue when larger vehicles (SUVs) have been attempting to exit driveways.

Secondly, the main issues with obstructive parking are caused by those attending St Francis church for whom driveway access and double yellow lines mean nothing. (If you care to send parking wardens over on a Sunday morning to issue parking tickets, this would be very lucrative.)

It seems ludicrous to penalise the students and residents for such behaviour. We have lived in Deeside Gardens for over 20 years and the students do not bother us in the slightest. Also, if more double yellow lines are laid down, this will just push car parking further along Deeside Gardens.

What we don't want is to end up with parking permits and restrictions as they have in Garthdee. We feel it is not required as there is plenty of space to park. Can we not just let the students park on our street without the nimbys complaining? RGU was built where it is on the premise that students didn't have cars and the parking there is woefully inadequate. Bringing parking restrictions to every place they park just pushes the problem further out.

I trust that common sense will prevail and that these measures will not come to fruition.

Yours faithfully,

[redacted]

From: [redacted]
To: TrafficManagement
Subject: Deeside Gardens – proposed lengths of prohibition of waiting at any time
Date: 20 July 2023 12:08:09

Hi

I understand that any considerations should have been submitted by 17 July, however I wanted to add a point with regards the existing double yellow lines on Deeside Gardens and Deeside Drive.

The biggest issue is the fact that people are parking on these and there are no city wardens patrolling to prevent this from happening. I have contacted the police as people have continued to park on the double yellow lines on the corners and this is a safety issue, but I have not been able to get hold of anyone in the council to see if we can have warden patrols at times when the church services are taking place in particular.

Extending the double yellow lines is just going to push the issue further up the street and it will also not stop church attendees from parking on these as fines do not seem to be issued.

Apologies for being late in submitting this.

Regards

[redacted]

From: [redacted]
To: [redacted] ; [redacted] ; TrafficManagement
Subject: Re:
Date: 22 July 2023 15:37:51

Hello [redacted], [redacted] and the Traffic Management Team

I am writing to inform that as a resident of Deeside Crescent, I object to the proposed "Deeside Gardens – proposed lengths of prohibition of waiting at any time."

Please be aware that although your street notices are, I am sure within your guidelines, I would like to bring the following points to your attention:

It is really unfair to force people that live outwith the city centre to pay to park outside their house. It isn't within the city so there is no high demand for anyone to park outside my house. Why on earth would you now force me to pay at least £180 a year to do so? Residents who either have bought or are renting the properties in the area moved into that space without being charged to park. Surely you can't expect the houses along the street that have a built in private driveway to continue the use of that for free, whilst the poorer households with smaller houses and lower incomes that literally live across the street will now have to pay an additional £180 just to park outside their home? Bearing in mind the increase in council tax to this area that's already been announced is impending, how can the councils proposal even be entertained?

Also interesting that as a resident of the street, I had no idea about these plans until a few hours ago. Please explain how that is possible? The below points focus on signs being the way (and only way) you have communicated these interesting proposals, but I would also like to hear about the other ways you have reached out to the Deeside community as we both know a couple of signs on one street with tiny writing is not nearly good enough.

[*TEMPLATE TEXT*]

Wishing you all the best,
[redacted]

On Sun, Jul 16, 2023 at 9:10 PM [redacted]
<[redacted]> wrote:

> Hello [redacted], [redacted] and the Traffic Management Team
>
> I am writing to inform that as a resident of Deeside Crescent, I object to the proposed "Deeside Gardens –proposed lengths of prohibition of waiting at any time."
>
> Please be aware that although your street notices are, I am sure within your guidelines, I would like to bring the following points to your attention:
>
> It is really unfair to force people that live outwith the city centre to pay to park outside their house. It isn't within the city so there is no high demand for anyone to park outside my house. Why on earth would you now force me to pay at least £180 a year to do so? Residents who either have bought or are renting the properties in the area moved into that space without being charged to park. Surely you can't expect the houses along the street that have a built in private

driveway to continue the use of that for free, whilst the poorer households with smaller houses and lower incomes that literally live across the street will now have to pay an additional £180 just to park outside their home? Bearing in mind the increase in council tax to this area that's already been announced is impending, how can the councils proposal even be entertained?

>

> Also interesting that as a resident of the street, I had no idea about these plans until a few hours ago. Please explain how that is possible? The below points focus on signs being the way (and only way) you have communicated these interesting proposals, but I would also like to hear about the other ways you have reached out to the Deeside community as we both know a couple of signs on one street with tiny writing is not nearly good enough.

[*TEMPLATE TEXT*]

> Wishing you all the best,

> [redacted]

>

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (DEESIDE GARDENS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 202(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Deeside Gardens, Aberdeen) (Prohibition of Waiting) Order 202(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting, on Deeside Gardens, Aberdeen, as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

https://consultation.aberdeencity.gov.uk/operations/traff-man-june-2023/

The consultation will run between 19 June and 17 July 2023. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 19 June to 17 July 2023, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data.

Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

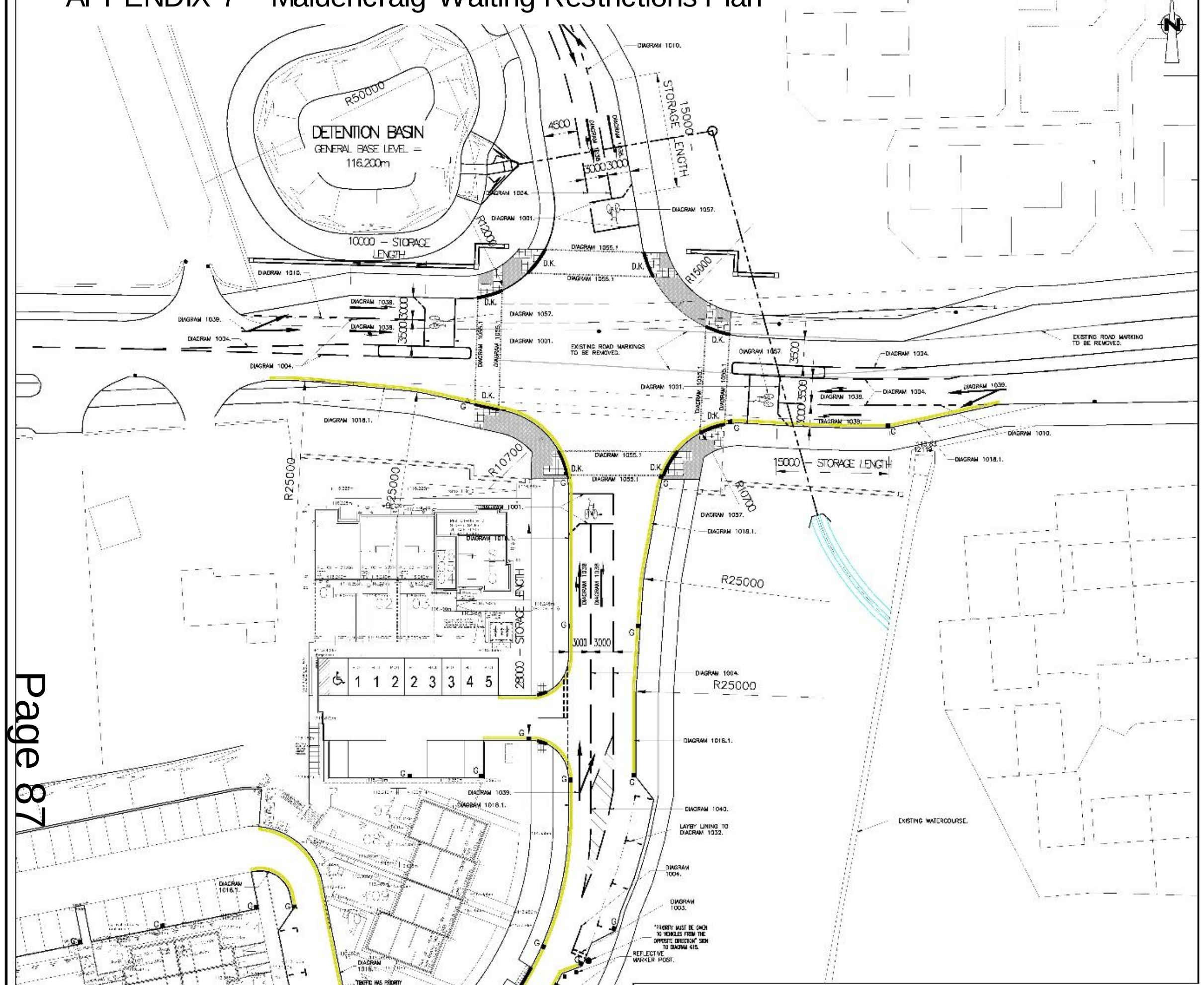
Schedule

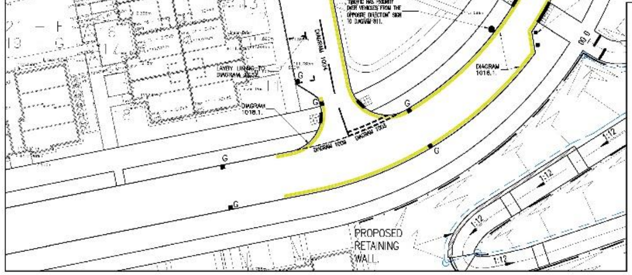
(Prohibition of waiting at any time)

Deeside Gardens

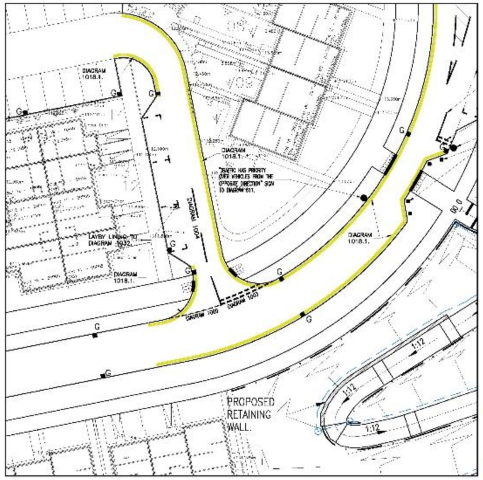
North side, from the eastern kerbline of its easternmost southern junction with Deeside Crescent, eastwards for a distance of 18 metres or thereby; **North side**, from a point 25 metres east of the eastern kerbline of its easternmost southern junction with Deeside Crescent, eastwards for a distance of 18 metres or thereby; **South side**, from its southern junction with Deeside Drive, westwards for a distance of 103 metres or thereby.

APPENDIX 7 – Maidencraig Waiting Restrictions Plan

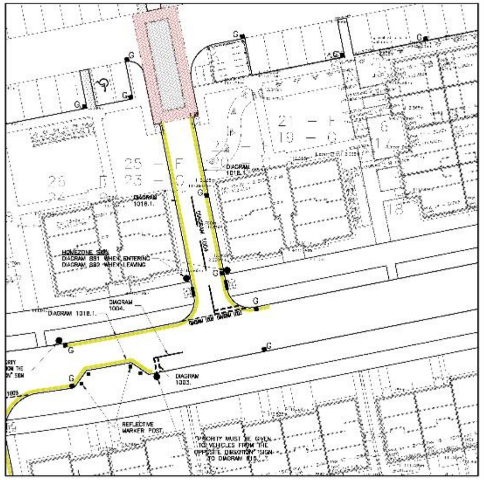




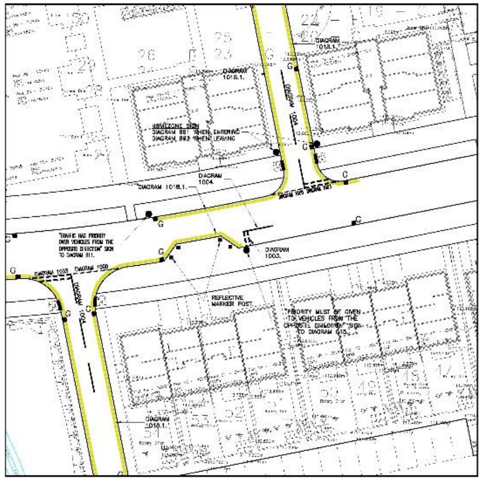
PROPOSED ROAD MARKINGS AT LANG STRACHT SIGNALISED JUNCTION (1:250)



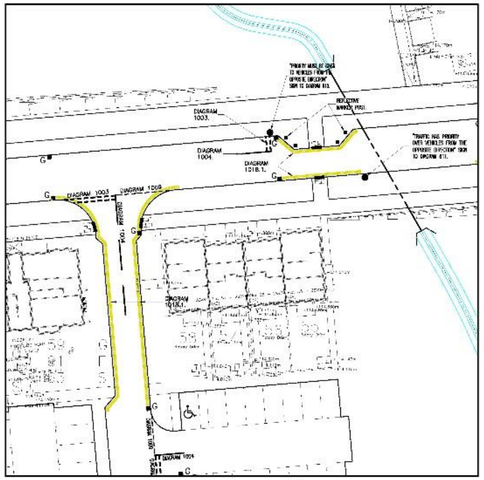
PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-B JUNCTION (1:250)



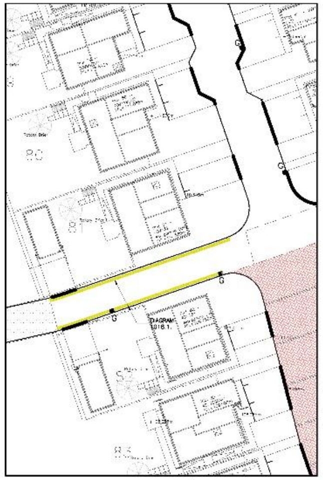
PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-B-4 JUNCTION (1:250)



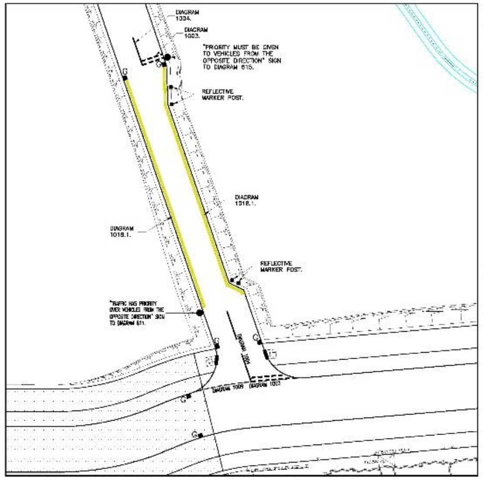
PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-C JUNCTION (1:250)



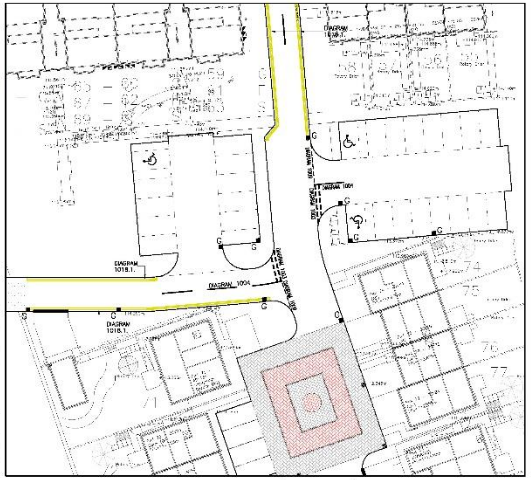
PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-D-1 JUNCTION (1:250)



PROPOSED ROAD MARKINGS AT SQUARE 3/ROAD RD-F-1-A JUNCTION (1:250)



PROPOSED ROAD MARKINGS AT ROAD RD-A/ROAD RD-E-1 JUNCTION (1:250)



PROPOSED ROAD MARKINGS AT ROAD RD-D-1/ROAD RD-D-3/ROAD RD-D-4 JUNCTION (1:250)

DRAWING REFERENCE

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE DRAWINGS NOTED BELOW

DRAWING NUMBER	DRAWING TITLE
100	ROAD LAYOUT PLAN
101	LANG STRACHT SIGNALISED JUNCTION LAYOUT
102	ROAD LONGITUDINAL SECTIONS (1 OF 2)
103	ROAD LONGITUDINAL SECTIONS (2 OF 2)
105	DRAINAGE LAYOUT PLAN
106	REFUSE SWEPT PATH
107	ROAD CONSTRUCTION DETAILS
108	ADDITIONAL LANG STRACHT SIGNALISED JUNCTION DETAILS
109	PROPOSED SQUARES LEVELS AND CONTOURS
110	ROAD LAYOUT SHOWING EXTENT OF ADOPTION
115	SWALE DETAILS
116	STREET LIGHTING LAYOUT (1 OF 4)
117	STREET LIGHTING LAYOUT (2 OF 4)
122	STREET LIGHTING LAYOUT (3 OF 4)
123	STREET LIGHTING LAYOUT (4 OF 4)
124	ADDITIONAL ROAD CONSTRUCTION DETAILS
125	PROPOSED PATH LONGITUDINAL SECTIONS
126	PROPOSED SAFE ROUTE TO SCHOOLS LEVELS
128	EXTENT OF KERBING
129	SITE INVESTIGATION PLAN.
130	DRAINAGE LAYOUT PLAN HIGHLIGHTING EXTENT OF COUNCIL ADOPTION

This is ______ of the drawing referred to in the application

Dated :

Signed :

for Ramsay and Chalmers

GENERAL NOTES.

Rev	By	App.	Description	Date
L	MSB	-	UPDATED TO THE LATEST ARCHITECTS LAYOUT.	19/05/17
K	MSB	-	UPDATED TO THE LATEST LAYOUTS.	20/06/16
J	MSB	-	GENERAL UPDATE.	31/03/15
H	MSB	-	IN ABEYANCE NOTES REMOVED.	15/04/15
G	MSB	-	UPDATED TO LATEST ARCHITECTS LAYOUT.	26/03/15
F	MSB	-	CONSTRUCTION ISSUE.	11/03/15
E	MSB	-	EASTERN JUNCTION LAYOUT UPDATED.	03/02/15
D	MSB	-	UPDATED TO ROADS DEPARTMENTS COMMENTS.	03/12/14
C	MSB	-	UPDATED TO ROADS DEPARTMENTS COMMENTS.	07/11/14
B	MSB	-	DRAWING UPDATED TO TRAFFIC MANAGEMENTS COMMENTS.	13/08/14
A	MSB	-	EASTERN JUNCTION LAYOUT UPDATED.	03/07/14

Project

PROPOSED RESIDENTIAL DEVELOPMENT PHASE 1A, MAIDENCRAIG, ABERDEEN FOR BANCON DEVELOPMENTS.

Drawing Title

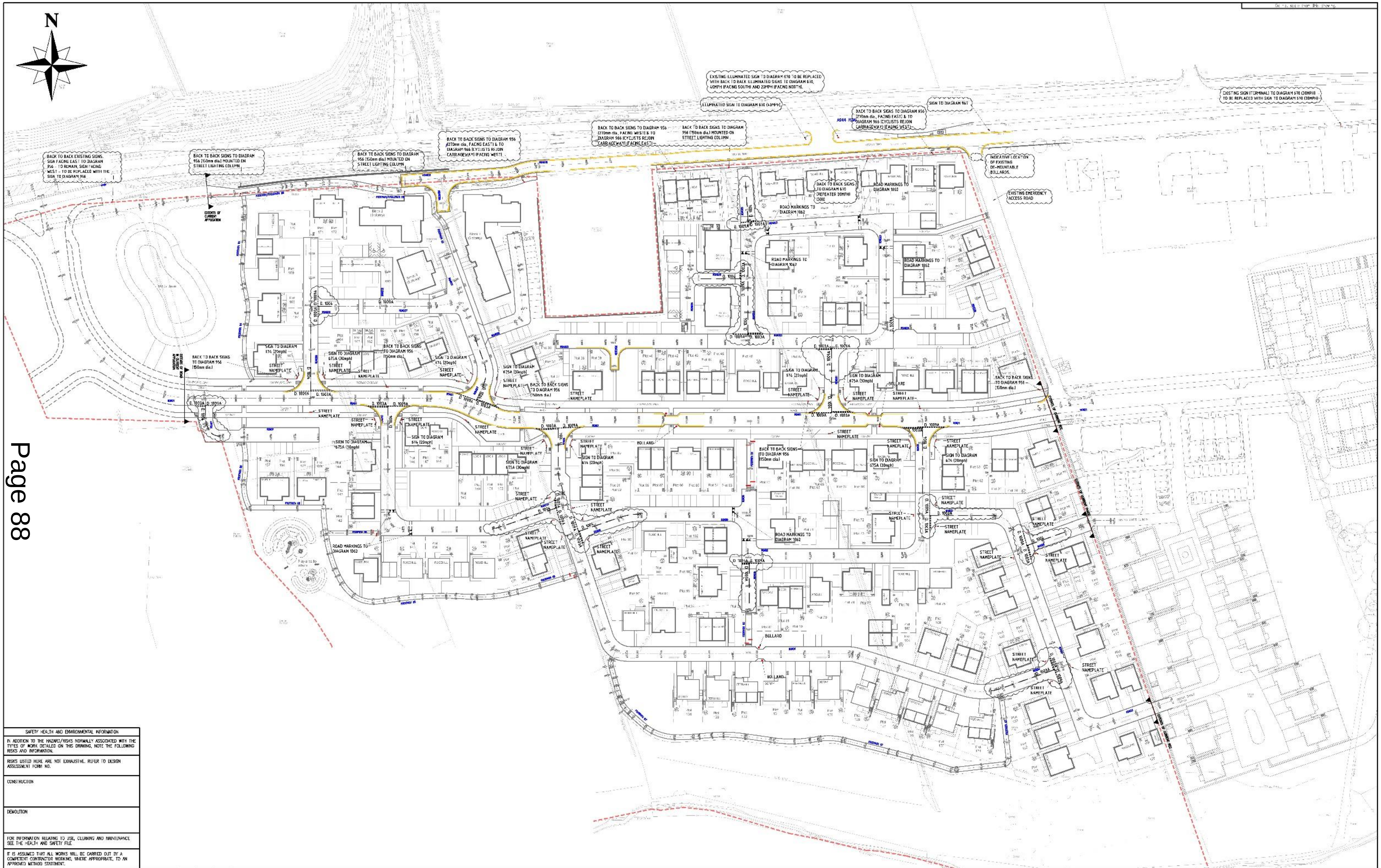
PROPOSED ROAD MARKINGS AND SIGNS LAYOUT.

Architect

ARCHIAL.

Drawn By	Scale	Issue	Job No.
MSB	1:250–A0 1:500–A2	APPROVAL	B9204
Date	**Revision**	**Approved by**	**Drawing No.**
07/11/13	L		111

Ramsay & Chalmers
Consulting Structural & Civil Engineers



SAFETY HEALTH AND ENVIRONMENTAL INFORMATION	
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.	
RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO.	
CONSTRUCTION	
DEMOLITION	
FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE	
IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.	

Rev.	Date	Description	Drawn	Checked	Approved
C	19/10/21	MINOR JUNCTIONS MARKINGS REVISED TO DIAGRAMS 1003, 1009A & 1004 TO SUIT LATEST ACC REQUIREMENTS. FOOTWAY/CYCLEWAY SIGNAGE ADDED. SPEED LIMIT ON INSET ROAD REDUCED TO 20MPH AS REQUESTED BY ACC ROADS.	BMACB	EP	KT
B	30/03/21	DRAWING HAS BEEN UPDATED TO SUIT COMMENTS RECEIVED FROM ACC ROADS	LB	EP	KT
A	17/03/21	DRAWING REVISED TO SUIT THE UPDATED SITE LAYOUT.	EP	RW	KT

Notes

TRAFFIC ORDERS
DOUBLE YELLOW LINING (DIAG. 1018.1) AT ANY TIME
SIGNAGE TO DIAGRAM 674 & 675A (ENTRANCE AND EXIT FROM 20mph ZONE)
SIGNAGE TO DIAGRAM 670 (INSET ROAD)

ROAD LEGEND
STREET NAMEPLATE
ROAD SIGN
DIAG. 1003A AT ANY TIME
DIAG. 1009A AT ANY TIME
DIAG. 1004 AT ANY TIME
GLASDON ADVANCED NEOPOLITAN 150 BOLLARD WITH RED AND WHITE CLASS 2 RETROREFLECTIVE BANDS OR EQUALLY APPROVED
DIAG. 1062 AT ANY TIME
BAFFLE BARRIER

GENERAL
1. ALL WORK TO COMPLY WITH ABERDEEN CITY COUNCIL - ENTERPRISE, PLANNING & INFRASTRUCTURE 'GUIDELINES & SPECIFICATION FOR ROADS WITHIN RESIDENTIAL & INDUSTRIAL DEVELOPMENTS'.
ROADS
1. ROAD SIGNS AND MARKINGS TO BE IN ACCORDANCE WITH THE 'TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016'.
2. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING THE LINE AND LEVEL OF EXISTING SERVICES PRIOR TO COMMENCEMENT OF WORKS. ANY DISCREPANCIES FROM DESIGN INFORMATION MUST BE REPORTED TO THE SITE MANAGER AND SITE ENGINEER IN WRITING.
3. STREET OCCUPATION TO BE SOUGHT FROM THE LOCAL ROADS AUTHORITY PRIOR TO ANY WORK COMMENCING ON A PUBLIC ROAD.
4. FINAL STREET NAMEPLATE POSITIONS TO BE AGREED ON SITE WITH ABERDEEN CITY COUNCIL ENGINEER PRIOR TO INSTALLATION.
5. ROAD SIGNAGE TO BE POSITIONED AT A MINIMUM DISTANCE OF 500mm FROM THE ROAD KERB.
6. ROAD SIGNAGE TO BE MOUNTED AT A HEIGHT OF 1500mm WITHIN VERGES AND 2400mm IN FOOTWAYS OR IN VERGES ADJACENT TO FOOTWAYS.

Client
Bancon Homes

Project Title
RESIDENTIAL DEVELOPMENT AT MAIDENCRAIG SOUTH ABERDEEN

Drawing Title
ROAD MARKINGS AND SIGNAGE LAYOUT

FAIRHURST

Status: For Approval

Drawing No. 123423/1035 Revision C


MAIDENCRAIG DRIVE
MAIDENCRAIG CRESCENT
MAIDENCRAIG WALK
MAIDENCRAIG DRIVE
ROADS SUBJECT TO MANDATORY
20MPH SPEED LIMIT
• MAIDENCRAIG CRESCENT
• MAIDENCRAIG DRIVE
• MAIDENCRAIG WALK
BENBECKHOAD
ISMORE GARDENS
TARANSAYDAD
BERNERAY PLACE
UST ROAD
ERISKAY DRIVE
MONACH
NOT FOR CONSTRUCTION
GENERAL NOTES:-
RESIDENTIAL DEVELOPMENT AT MAIDENCRAIG, ABERDEEN.
LINING AND SIGNING PROPOSALS FOR TRAFFIC REGULATION ORDER (1 OF 3)
C3254
138
A
Ramsay & Chalmers
Consulting Structural & Civil Engineers

From: [redacted]
To: TrafficManagement
Subject: Maidencraig Development Traffic Order Objection
Date: 15 July 2023 10:07:44

RE: Maidencraig Development Traffic Order

I am writing to object about some of the proposals outlined in the June 2023 Traffic proposals for the Maidencraig Development in the Kingswells / Sheddocksley Ward.

While I do agree that some restrictions are needed in the estate, especially around the chicanes, and am supportive of reduced speeds, I would like to object to the addition of full double yellow lines along the service road at Whitemyres Holdings.

I own one of the properties that faces out onto this service road, [redacted] Lang Stracht. The addition of these yellow lines would directly prevent me from stopping or parking outside of my own property for, in my opinion, no foreseeable gain and at great inconvenience.

My home along with others along this road are in a somewhat unique position with access to our actual drives being at the rear and can only be accessed by going through the estate in full from the junction of Lang Stracht and Maidencraig Way. These restrictions would mean this is now the only way to reach our homes instead of directly on Lang Stracht - Our actual address. This would be impactful for us specifically as my wife is a Doctor who will be expected to be on call at times and having direct access may be important.

The service road in question is of a good size and my neighbours along with myself have been able to park on the road with no issues to traffic flow for over a year now. Rubbish collection for example occurs on this road every week without issue.

Adding full restrictions to this road will also have notable side effects. Cars that were being parked there will now obviously need to go somewhere else and space within the actual housing estate is limited and will be even more so after these restrictions are implemented. The estate in places is tightly designed and several roads do not have pavements in places. In addition, the amount of visitor spaces are also lacking for the number of properties today, not including the ongoing expansion. This means that more cars will now be packed into these tight areas and impede access, especially for people with increased accessibility needs such as wheelchair or pram users.

I'd also argue that the selective application of these restrictions on the service road is unfair and puts into question the justifications for this change. If access or reducing speeds are truly the reason for this, why is it not being applied to the entire service road instead of just the section for our houses. It doesn't make any sense and is arguably unfair. Again I just don't see the need here for direct access to my own home to be significantly impeded in this way for no notable gain.

I strongly urge you to reconsider this action.

Yours Sincerely,
[redacted].

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (MAIDENCRAIG AREA, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202(X)

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish various traffic management measures on the roads in Aberdeen specified in the schedule below.

Full details of the above proposal are to be found in the draft order, which, together with a map showing the intended measures, and an accompanying statement of the Council's reasons, may be examined online via the internet link specified below (or scanning the QR Code above): -

https://consultation.aberdeencity.gov.uk/operations/traff-man-june-2023/

The consultation will run between 19 June and 17 July 2023. Should you wish to view these documents in another way please contact us by e-mail (see below), or alternatively on Tel. 01224 522305, where we will endeavour to accommodate such requests.

Anyone wishing to object to the above order should send details of the grounds for objection, including their name and address, by e-mail to trafficmanagement@aberdeencity.gov.uk, or alternatively by writing to the address below during the statutory objection period, which also runs from 19 June to 17 July 2023, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with names, addresses, telephone numbers and signatures removed from this correspondence. For information on why and how we use your data please see the Traffic Regulation Order privacy notice on our website https://www.aberdeencity.gov.uk/your-data/why-and-how-we-use-your-data.

Traffic Management and Road Safety, Operations and Protective Services, Aberdeen City Council, Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen, AB10 1AB

Schedule

Prohibition of waiting at any time – Certain lengths will be established on Maidencraig Court, Maidencraig Drive, Maidencraig View, Maidencraig Way, and the unnamed access road leading to the car park serving property nos. 1 to 29 Maidencraig Way.

A mandatory 20mph speed limit will be established on Buzzard Place, Denbank Crescent, Heron Way, Kestrel Gardens, Kestrel Way, Kingfisher Place, Lapwing View, Maidencraig Court, Maidencraig Crescent, Maidencraig Drive, Maidencraig View, Maidencraig Walk and Maidencraig Way.

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Draft Aberdeen Local Transport Strategy (2023-2030)
REPORT NUMBER	COM/23/235
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Alan Simpson
TERMS OF REFERENCE	8.

1. PURPOSE OF REPORT

1.1 The purpose of this report is to present the draft Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents and seek approval to undertake a process of public and stakeholder consultation on these documents.

2. RECOMMENDATIONS

That the Committee:-

2.1 Approve the draft Aberdeen Local Transport Strategy (2023-2030), including its appendices and supporting documents, and instruct the Chief Officer - Strategic Place Planning to publish them, subject to any minor drafting changes, for an eight week period of public consultation (Appendices 1-8); and

2.2 Following the consultation, instruct the Chief Officer - Strategic Place Planning, to report a final Aberdeen Local Transport Strategy (2023-2030) and its appendices and supporting documents back to this Committee in Spring 2024.

3. CURRENT SITUATION

3.1 A Local Transport Strategy (LTS) is a high level transport plan which looks at the transport needs of a local authority area. It sets out a series of actions and outcomes to meet those needs over a set period of time. Furthermore it considers transport's relationship with wider plans, policies and strategies. The Aberdeen LTS focuses on Aberdeen City but also considers connections into Aberdeenshire given the important role of Aberdeen at the heart of the wider City Region. This new draft LTS covers the period from 2023 – 2030, but will also include longer reaching outcomes towards 2045 to provide a clear framework for more strategic decision making and investment.

3.2 In its "Planned delivery of priorities in 2023/4", the Council Delivery Plan contains a commitment to Delivering a revised LTS. The previous LTS was approved in 2016 and covered the time period to 2021. Since then the strategic context has changed considerably at National, Regional and Local level including new National and Regional Transport Strategies, a new Aberdeen Local Development Plan, a City Centre and Beach Masterplan and a Net Zero Aberdeen Routemap, supported by a Net Zero Aberdeen Mobility Strategy. There have been large changes to the local transport network too, most notably the opening of the Aberdeen Western Peripheral Route (AWPR). Therefore, a new LTS is needed to take account of all of this.

3.3 Work to develop the new LTS started in 2021. In order to ensure a robust result, the Scottish Transport Appraisal Guidance (STAG) process was followed using Scottish Government criteria. As part of this, a Main Issues Consultation, to establish the challenges and opportunities and considerations for transport, as well as what worked well and what needed to be improved, was undertaken in October and November 2021. Elected Member and Community Council briefing sessions were also held at this time. Along with a thorough review of the previous LTS and changes to the relevant policies, strategies and plans at National, Regional and Local Level, these formed the Main Issues Report, a collective evidence base for the next LTS. This makes up Appendix A of the draft LTS.

3.4 To best meet these "Main Issues", using STAG, objectives were set and different approaches were then developed and appraised against their ability to meet the objectives and STAG Criteria. Following Options Appraisal, the best scoring options were "multi-modal", essentially promoting a range of different modes to give people the option to get around without one mode being seen as the most effective. Of the multi-modal options, the "Do maximum" option has been identified as the preferred option for the LTS. This will require considerable investment to achieve, and there are associated risks involved with raising funding, having the necessary resource to deliver the work and being able to deliver the timescales. However, evidence has already shown that considerable external funding exists and, despite the risks, aiming for the "Do maximum" option will best meet the needs of the people and the city. More information about the Options Appraisal can be found in Appendix B of the draft LTS.

3.5 The draft LTS contains a Vision, Objectives, Outcomes and Outputs for the transport network which are further developed by forty main topic areas, all of which have their own associated policy and series of tailored actions. All of these will be used to shape the transport network up to 2030. In addition, a series of longer term outcomes have been set which go beyond 2030 to ensure that the LTS aligns itself to national, regional and local commitments beyond. The full draft LTS document and its appendices, can be found in Appendix 1 to this report.

3.6 The LTS development has been managed and developed by Officers in the Transport Strategy and Programmes Team in the Council. Production has, however, been informed by a Core Team of stakeholders, including those internal to the Council in transport, land use, environment, economic and

equalities teams and externally from Aberdeenshire Council, NESTRANS and NHS Grampian.

3.7 In line with requirements for strategies in Scotland, a draft Strategic Environmental Assessment (SEA) Environmental Report and Habitats Regulation Assessment (HRA) have been developed in order to assess how the draft LTS impacts upon environmental criteria and habitats. These are also joined by an Integrated Impact Assessment (IIA), a Health Impact Assessment, a version of the Health Impact Assessment (HIA) with Aberdeen City Council responses to suggestions and recommendations and an Economic Statement (ES). These all form appendices to this report. The SEA and HRA have both already been reviewed by the Council's Climate and Environmental Policy Service, the IIA sent to Equalities colleagues and the ES reviewed by City Growth colleagues. The HIA has also been informed by a workshop, facilitated by Public Health Scotland, with a range of participants.

3.8 Ahead of this committee, further engagement has taken place with Elected Members in June 2023, to make them aware of the process followed, summarise content and outline the next steps.

3.9 An easy read LTS Summary document has also been developed for the consultation and is presented as an Appendix to this report. This easy read document, along with the LTS Executive Summary, will be graphically designed by the Council's Graphics Team in advance of the consultation period beginning.

3.10 The draft Aberdeen Air Quality Action Plan (2023) (AQAP) will also form one of the appendices to the LTS. This has been produced as part of the Council's statutory duties required by the Local Air Quality Management (LAQM) framework. It outlines the actions the Council will take to improve air quality in Aberdeen between 2023 and 2028. Given that road traffic is the main source of atmospheric pollution in Aberdeen, the AQAP needs the LTS to enable it and it should therefore form part of the LTS. The AQAP forms Appendix E to the LTS.

3.11 Now that a draft LTS and supporting documents have been prepared, the next stage is to gather public and stakeholder feedback on them. This is an important part of the process in gauging acceptability of the LTS and also demonstrating to readers how the main issues process has informed the draft document. It will also be important to ensure that, when the final LTS is taken to committee in 2024, it clearly shows how any feedback received during the consultation has been incorporated into the document. This will help to ensure that stakeholders and members of the public are bought into the LTS. Public and stakeholder consultation is also a mandatory requirement in the development of an SEA.

It is proposed that an eight week period of public consultation take place, beginning in September 2023. Eight weeks is proposed in recognising the overlap with the School October Holiday period.

3.12 People will have a range of ways to input their views for the consultation. Around 200 key stakeholders (e.g. Community Councils, the Disability Equity Partnership and other local access groups) will be directly contacted by email, while an online questionnaire on Citizen Space will be available and promoted via the Council's website and social media channels. Details will also be sent out in the weekly Council bulletin which goes out to schools. Hard copies of the draft LTS and copies of questionnaires will also be available in Marischal College while the consultation will be promoted in local libraries. An advertisement will be put in the local press too.

3.13 Following the eight-week consultation period, time will be needed for Officers to review the comments and update the draft LTS to turn it into a final LTS. It is envisaged that the final LTS will be reported to this Committee for adoption in Spring 2024. Once the LTS is adopted, work can begin on the LTS Costed Action and Delivery Plan which will be reported separately to this committee.

3.14 Part of the LTS will include a monitoring plan. It is envisaged that monitoring will take place annually once the LTS is adopted. More information about the Monitoring Plan can be found in Appendix D of the draft LTS.

4. FINANCIAL IMPLICATIONS

4.1 The cost of preparation of the LTS has been met by existing staff resources. There is a legal requirement to publish details of the SEA in the local newspaper and this will incur a small cost which can be met from existing service budgets.

4.2 There are no further financial implications at this stage.

5. LEGAL IMPLICATIONS

5.1 Although there is no statutory requirement for a Local Authority to develop an LTS, or for Scottish Ministers to approve a LTS, there are certain discretionary powers which the local authority may only exercise if they have a LTS.

5.2 The Environmental Assessment (Scotland) Act 2005 requires Scottish public bodies or those exercising functions of a public character (Responsible Authorities) to undertake a SEA when preparing plans, if it is likely to have significant environmental effects. Therefore, not doing this, could lead to legal challenges to the LTS.

6. ENVIRONMENTAL IMPLICATIONS

6.1 A draft Strategic Environmental Assessment (SEA) has been carried out to accompany the LTS. This can be found in the Appendices to this report.

6.2 Although it has been judged that some elements of the LTS could lead to environmental implications it is likely that far more environmental implications could arise from not having an LTS.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Without an LTS, there is a risk that the city's transport network will not be able to respond to changes in the environmental, economic, health and social context since the last LTS was adopted in 2016. In understanding this, it allows the Aberdeen transport network to evolve in response to this for the benefit of users. Without an LTS, there is a danger that these Plans, Policies, Strategies and Projects will not realise their full benefits and potential	Implement new LTS Implement new LTS	L L	**Yes** **Yes**
Compliance	Although not statutory itself, the LTS is referenced in the Aberdeen Local Development Plan, which itself is a statutory document. Not having an LTS could therefore	Implement new LTS	L	**Yes**

	undermine the Council's ability to deliver a statutory document. The LTS is expected to transpose the RTS for local level. Given there is a new RTS, the LTS must be updated to reflect this or there will be gaps in the RTS implementation too	Implement new LTS	L	**Yes**
Operational	Without an LTS, there is a danger that this could lead to an overreliance on private cars and the associated issues that this would bring such as congestion, air quality issues, parking issues and potential impacts on the health of the population	Implement new LTS	L	**Yes**
	Without an LTS, there are certain transport operations which the Council may not be able to undertake	Implement new LTS	L	Yes
	Realising the "Do maximum" scenario relies on external partners to deliver and enable things out with the Council control	The LTS must set the aspiration and context to enable this so that, should other partners be able to deliver things favourably, the content of the LTS itself does not constrain	M	Yes

		the transport network.		
Financial	A Transport Plan or Strategy is often a prerequisite when applying for external funding for transport projects. Therefore having a new LTS will help shape the city's future and investment decisions and prove critical in attracting external funding. Realising the "Do maximum" scenario may not be achievable within budget, with the resources available and within the LTS timescale	Implement new LTS The danger of not being aspirational enough and not achieving the necessary targets or meeting the key drivers is greater. External funding could be sought	L M	**Yes** **Yes**
Reputational	Not having an LTS gives residents, visitors and investors the impression that Aberdeen does not care about its transport network and might discourage them from wanting to live in, work in and visit the city. Following the "Do maximum" scenario and not achieving it	Implement new LTS The risk of not being aspirational	L M	**Yes** **Yes**

	may leave the Council open to criticism from partners, stakeholders and users of the transport network.	enough may disappoint the public, funders and those setting targets and the context at National and Regional level and through other local policies, strategies and plans.		
Environment / Climate	Not having an LTS could compromise the Council's abilities to hit Net Zero, air quality and noise quality targets	Implement new LTS	L	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report support the delivery of the following aspects of the policy statement:- Support Aberdeen's continued pioneering of Hydrogen technologies and make the case to bring alternatively powered rail services to the City. Protect and enhance Aberdeen's Green Belt, green spaces and open spaces so they can be enjoyed for purposes of leisure, sport and environmental

	wellbeing, and investigate the creation of new pocket parks. Creating a Road Safety Fund with an annual capital budget of at least £1 million to be used to make roads and pavements safer for pedestrians, cyclists, drivers and other road users and implement traffic management projects which improve road safety. Cycle Hire Scheme Reviewing our cycle and active transport network, and work with Aberdeen Cycle Forum to deliver our shared vision of making Aberdeen a cyclist friendly city and provide covered secure cycle storage in suitable locations across Aberdeen Delivering a revised Local Transport Strategy
Aberdeen City Local Outcome Improvement Plan 2016-26	
Prosperous Economy Stretch Outcomes	The proposals help contribute to Stretch Outcome 1: No one will suffer due to poverty by 2026 - In supporting concessionary travel schemes and creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that people are less reliant on expensive forms of transport to get around.
Prosperous People Stretch Outcomes	The proposals help to contribute to the following stretch outcomes:- 4. 95% of all children will reach their expected developmental milestones by their 27-30 month review by 2026 - In supporting concessionary travel schemes and creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so. 5. 90% of children and young people report they feel listened to all of the time by 2026 - Young people will be encouraged to participate in the consultation. 6. By meeting the health and emotional wellbeing needs of our care experienced

	children and young people they will have the same levels of attainment in education and positive destinations as their peers by 2026 - In supporting the creation of conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so. 7. 95% of children living in our priority neighbourhoods (Quintiles 1 & 2) will sustain a positive destination upon leaving school by 2026 - In supporting concessionary travel schemes and creating conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and other opportunities. 9. 100% of our children with Additional Support Needs/disabilities will experience a positive destination - In encouraging and enabling the transport network to be more inclusive this helps ensure that young people with additional support needs and disabilities are more able to access education and other opportunities. 11. Healthy life expectancy (time lived in good health) is five years longer by 2026. In supporting the creation of conditions where more cost effective forms of travel such as walking, wheeling and cycling are better enabled, this helps ensure that young people are more able to access education and have more opportunities to keep body and mind healthy while doing so.
Prosperous Place Stretch Outcomes	The proposals will help to contribute to the following stretch outcomes 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate - The proposals support and enable reducing the need to travel as well as active and zero emission travel. 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026 - The proposals support and enable mode shift, walking, wheeling and cycling proposals

	and the importance of planning in accordance with the National Sustainable Transport Hierarchy. 15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026 - The proposals will encourage and enable biodiversity to be considered as part of new transport developments and maintenance.
Regional and City Strategies	At regional level, the proposals within this report support the NESTRANS Regional Transport Strategy by transposing its content to local level, the Health and Transport Action Plan by encouraging sustainable and active travel and access to healthcare, The Regional Economic Strategy by supporting the efficient movement of goods and people. At local level, the proposals within this report support the Aberdeen Local Development Plan, The Net Zero Aberdeen Route Map, the Net Zero Aberdeen Mobility Strategy, the City Centre and Beach Masterplan, the Aberdeen Core Paths Plan, the Aberdeen City Council Climate Change Plan, the Aberdeen Hydrogen Strategy and Aberdeen Adapts by reducing dependence on the private car through promotion and enabling of a whole range of different transport options, planned in accordance with the sustainable transport hierarchy.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 and 2 assessment has been completed.
Data Protection Impact Assessment	Not required
Other	Strategic Environmental Assessment, Habitats Regulation Assessment, Health Impact Assessment have all been undertaken and are appendices to this report

10. BACKGROUND PAPERS

10.1 These are referenced in the LTS and its appendices

11. APPENDICES

11.1 Appendix 1 - Draft Aberdeen Local Transport Strategy (2023-2030) and its own appendices (Including the Air Quality Action Plan)

11.2 Appendix 2 - Draft Aberdeen Local Transport Strategy (2023-2030) "At A Glance" Document

11.3 Appendix 3 - Draft Aberdeen Local Transport Strategy (2023-2030) "Easy Read" Summary document.

11.4 Appendix 4 - Draft Aberdeen Local Transport Strategy Strategic Environmental Assessment

11.5 Appendix 5 - Draft Aberdeen Local Transport Strategy Habitats Regulation Assessment

11.6 Appendix 6 - Draft Aberdeen Local Transport Strategy Health Impact Assessment Scoping Report

11.7 Appendix 7 - Draft Aberdeen Local Transport Strategy Health Impact Assessment Scoping Report with Aberdeen City Council responses to suggestions and recommendations.

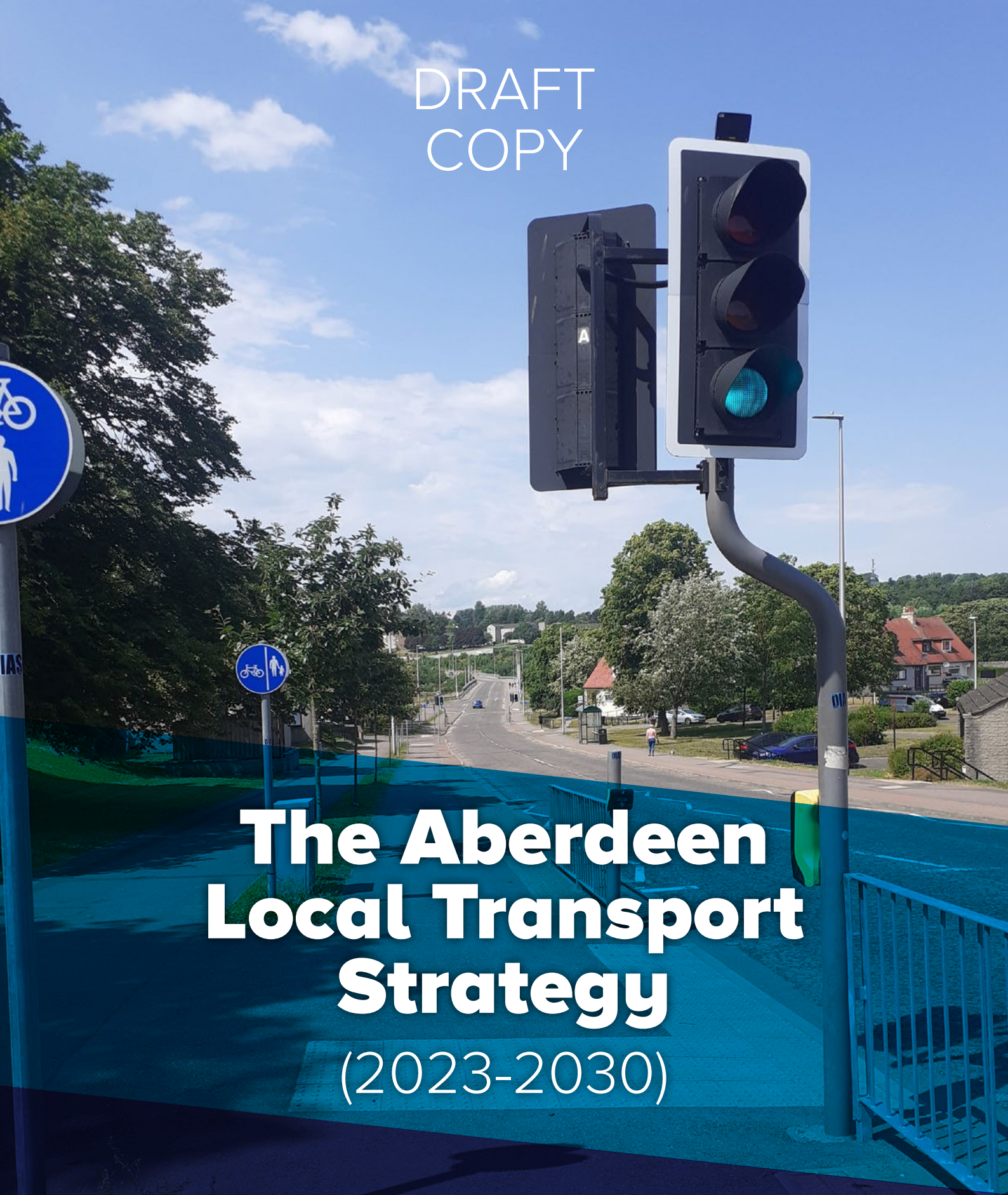
11.8 Appendix 8 - Draft Aberdeen Local Transport Strategy Integrated Impact Assessment

11.9 Appendix 9 - Draft Aberdeen Local Transport Strategy Economic Endorsement

12. REPORT AUTHOR CONTACT DETAILS

Name	Alan Simpson
Title	Senior Planner
Email Address	alansimpson@aberdeencity.gov.uk
Tel	01224 045131

DRAFT COPY



The Aberdeen Local Transport Strategy

(2023-2030)

BON ACCORD

ABERDEEN CITY COUNCIL

Public Realm Improvements, Broad Street, Aberdeen

Foreword

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

Since the previous Local Transport Strategy was adopted, the Aberdeen Western Peripheral Route (AWPR) has opened and the railway between Aberdeen and Inverurie improved. Both of these not only remove a lot of through traffic from Aberdeen but allow our city's transport system to be reconfigured to allow better access for everyone. Although the private car will still have a key role to play in transporting people, it does not suit everyone. With an ageing population, the rising cost of living, around 16% of people in the city under the age of 16 and over 30% of households accross the city without access to a car, ensuring people have user-friendly access to other modes of transport is very important. Furthermore, configuring the transport network around the needs of the car driver has been shown to cause environmental problems, congestion and wastes a lot of space which could be used better, given over to people. Creating more walking, wheeling and cycling opportunities not only makes it easier for people to move around but has been proven to bring huge benefits to physical and mental health and to the health of a city's economy. Likewise, a successful public transport system is key to ensuring the majority of the population have access to transport and can move around easily. In 2020, the COVID-19 global pandemic had a massive impact on people's lives but also saw a huge increase in walking and cycling, demonstrating that, if the conditions are right, people want to use these modes. In addition, it highlighted the key role that technology had in enabling people to continue to work, access goods and services and, most importantly, stay in contact with one another. Sadly though, many people suffered mentally and physically by not being able to move around the same, demonstrating the importance of physical transport, both for health and social inclusion. It is therefore essential that the LTS enables a transport system that allows both the physical and the virtual aspects to work successfully.

The global climate and nature crisis continue to affect Aberdeen at local level, causing the Council to join local authorities across the world in declaring a Climate and Nature Emergency. The Council has already commited to working with partners to deliver a just transition to net zero and plans to make Aberdeen a net-zero city by no later than 2045. The current administration want to bring this forward to 2037. Aberdeen's transition from an Energy City, built on Oil and Gas, to one built on renewables and the low carbon economy is also gathering pace as the city builds on the skills and knowledge amassed over several decades. Furthermore, like other cities, changing shopping habits have affected Aberdeen's city centre. Building on this, regeneration of the city, especially in the city centre core with the City Centre and Beach Masterplans is well under way. Transport will have a huge part to play in realising all of this.

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

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


Aberdeen Railway Station

Glossary of terms

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

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

Active Travel – Making journeys in physically active ways.

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

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

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

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

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

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

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

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

CCTV – Closed Circuit Television cameras.

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

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

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

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

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

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

EV – Electric vehicle.

FCEV – Fuell cell electric vehicle (usually powered by hydrogen).

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

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

ITS – Intelligent Transport Systems.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NTS2 – The second National Transport Strategy for Scotland.


Aberdeen South Harbour


Union Terrace Gardens

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

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

PHEV – Plug-in hybrid electric vehicle.

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

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

RTS – The “Nestrans 2040” Regional Transport Strategy.

RSNES – Road Safety North East Scotland partnership.

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

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

SEPA – Scottish Environmental Protection Agency

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

STAG – Scottish Transport Appraisal Guidance.

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

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

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

TECA – The Event Complex Aberdeen.

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

Transport Scotland – The Scottish Government Transport Agency.

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

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

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

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

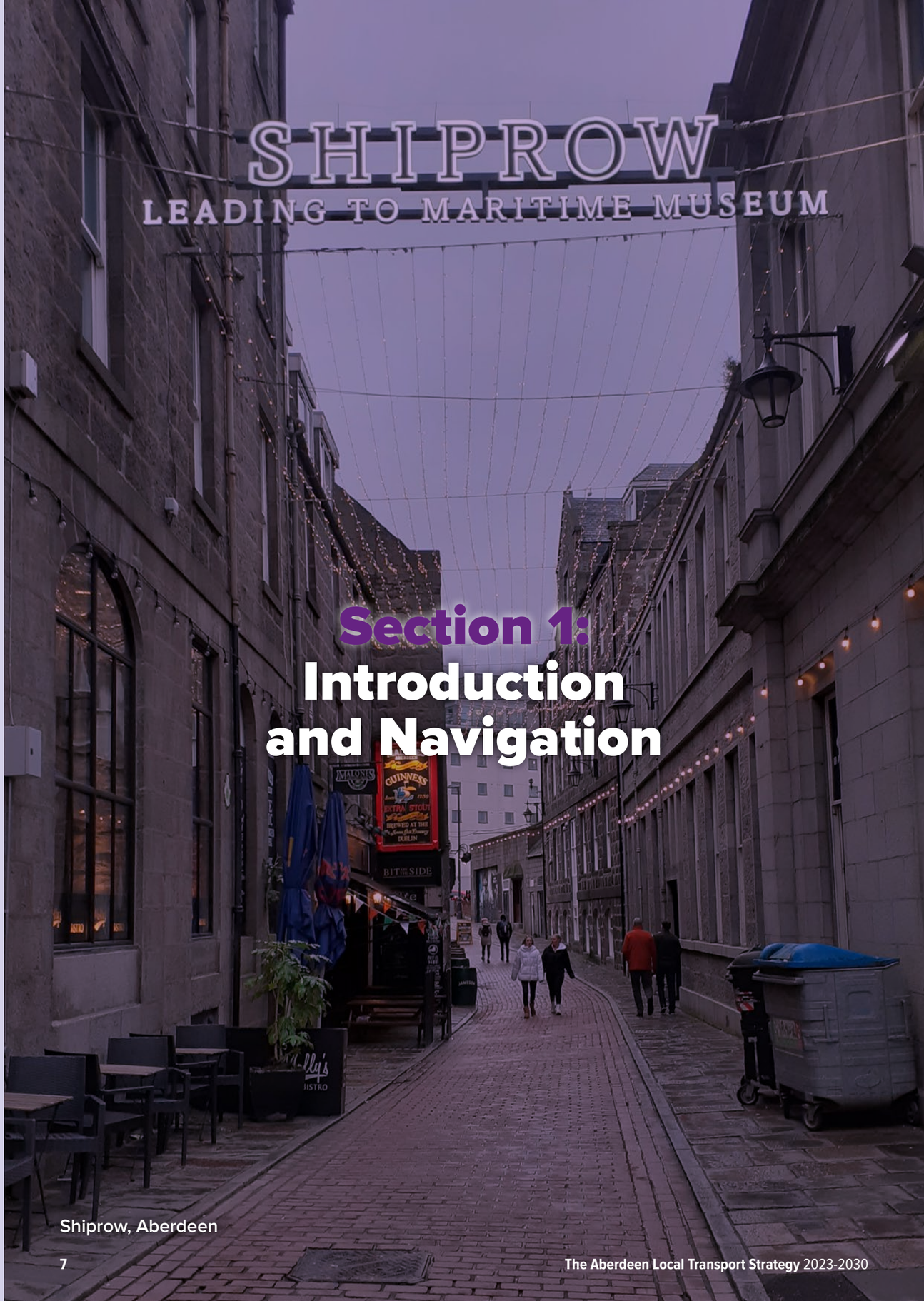
Urban Realm – The physical and social spaces found in urban areas (Roads, Buildings, Parks etc).

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

WACI – Walking and Cycling Index. Survey of active travel users undertaken by Sustrans every 2 years.

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

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



Section 1: Introduction and Navigation

Shiprow, Aberdeen

What is a Local Transport Strategy?

A Local Transport Strategy (LTS) is a high-level transport plan which looks at the transport needs of a local authority area. It sets out a series of actions and outcomes to meet those needs over a set period of time. Furthermore it considers transport's relationship with wider plans, policies and strategies. The Aberdeen LTS focuses on Aberdeen City but also considers connections into Aberdeenshire given the important role of Aberdeen at the heart of the wider City Region. The Strategy covers the period from 2023 – 2030, but will also include longer reaching outcomes towards 2045 to provide a clear framework for more strategic decision making and investment.

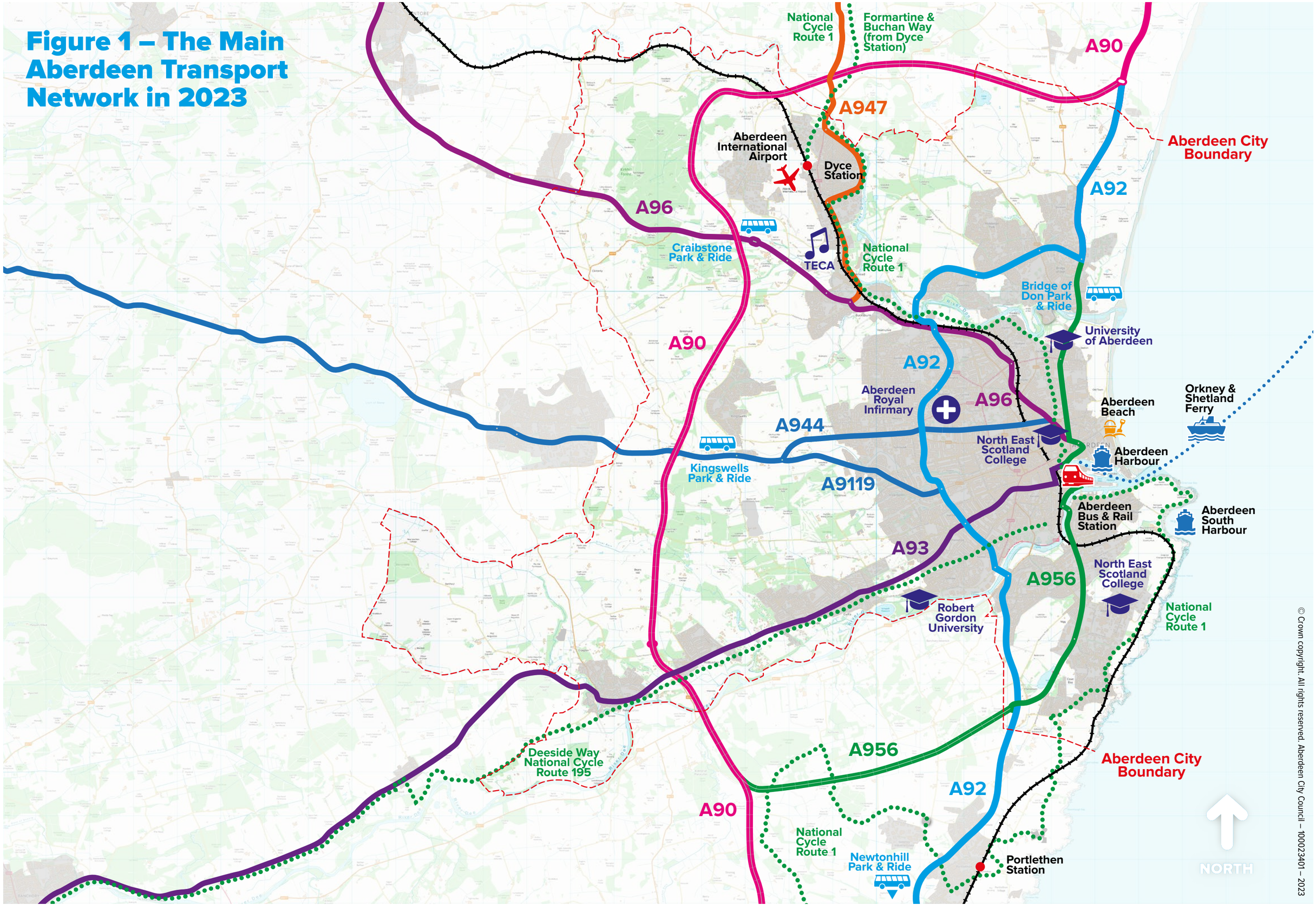
E-Bike hire and pedestrian rest point, Westburn Road

How to Use This Document

Section 2: Strategic Context

Beach Esplanade Cycleway and widened footway

Figure 1 – The Main Aberdeen Transport Network in 2023



Public Realm Improvements, Broad Street, Aberdeen

Aberdeen's Transport Network

Aberdeen's transport network is of fundamental importance to the city for the movement of people and goods to, from and around it. The network does not work in isolation as transport affects and is affected by many other factors including land use, regeneration, communities, health, the environment and the economy. A good transport network is a huge contributor to a good quality of life and a successful place. On 30 June 2021, the population of Aberdeen City was 227,430 and is expected to increase to 230,100 by 2028. For Aberdeenshire, the neighbouring authority which wraps around Aberdeen City, the population was recorded as 262,690 on the same date and is predicted to rise to 267,896 by 2028. With this number of people living in the city and the number outside who use it, there are a huge amount of people travelling to, from and around Aberdeen everyday.

The city's transport network encompasses all of the infrastructure required to ensure the movement of people and goods. As well as the roads, railways, footways and paths across the city this includes supporting facilities such as parking and maintenance of it all. It also considers ways in which people could still have access to things without needing to move around so much. Figure 1 shows the city's main transport network alongside some key trip generators

With transport being such an important component of the city, a clear Local Transport Strategy is essential to ensure the network can function and improve to best serve these needs while it is a key component in identifying and attracting investment into the network . The LTS is also an important tool in setting the context for more in-depth plans and projects, which could be focused specifically on different modes of transport or individual areas of the city. Furthermore, it helps to ensure that the role of transport is considered in other key policies, plans and strategies in the city.

Strategic Transport Strategy Context for the LTS

The LTS itself takes its lead from Transport Strategies at National and Regional level, transposing the key themes of the National Transport Strategy, NTS2, and the NESTRANS Regional Transport Strategy, NESTRANS 2040, to the local level.
In addition, it draws upon other key National, Regional and Local Plans, Policies and Strategies and legislation.

LTS, Daughter Documents

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

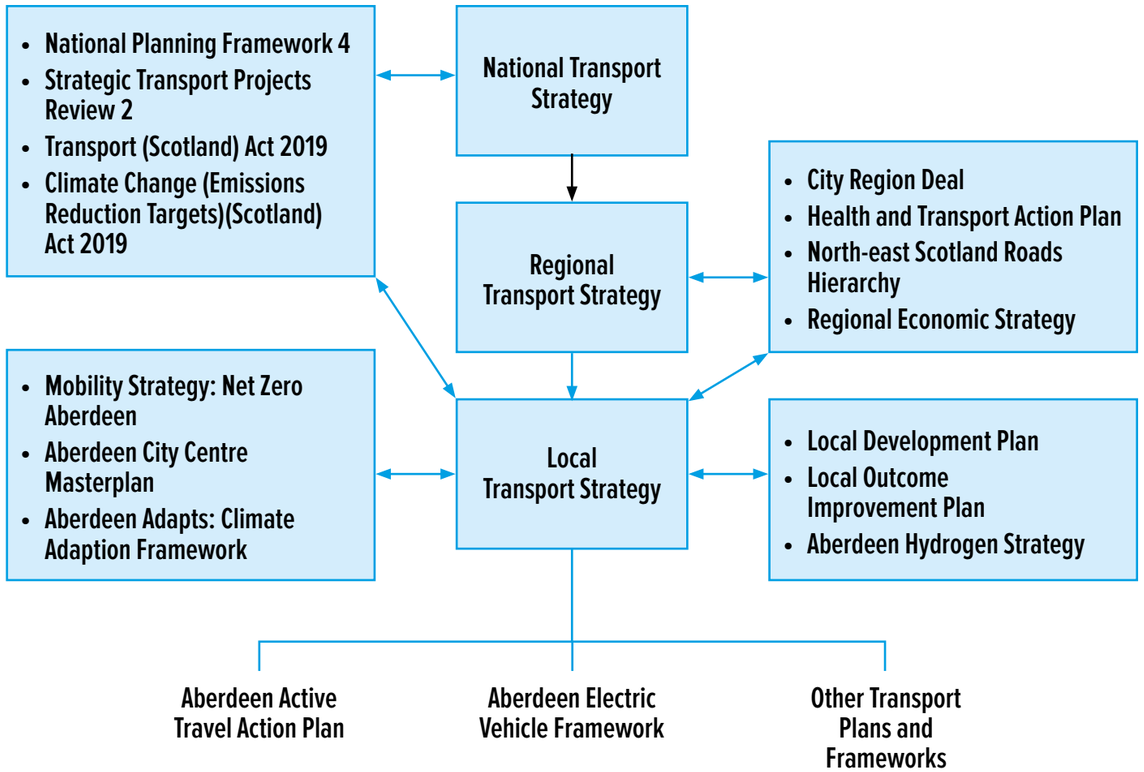
- **The Aberdeen Active Travel Action Plan**
- **The Aberdeen Electric Vehicle Framework**

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

Chart of LTS and key documents

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

Figure 2 – The LTS within the strategic transport context



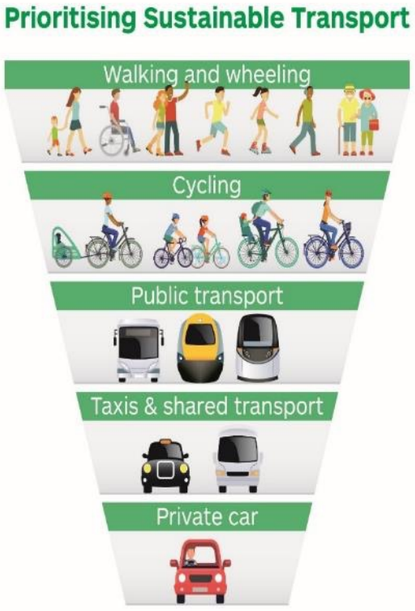


Figure 3 – The Sustainable Transport Hierarchy

Figure 4 – The Sustainable Investment Hierarchy

Key transport planning concepts

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

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

Sustainable Transport Hierarchy

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

Sustainable Investment Hierarchy

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

Sustainable Development

The United Nations has developed 17 Sustainable Development Goals[1a]. The following are of relavance to the LTS.

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

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

4. equitable quality education and promote lifelong learning opportunities for all.

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

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

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

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

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

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

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

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

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

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

[1a] https://sdgs.un.org/goals

STAG

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

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

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

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

STAGE	STEPS
Case for Change	- Analysis of problems and opportunities affecting the transport network in Aberdeen. This was informed by review of the previous LTS, review of the transport context and public consultation. - Setting of Transport Planning Objectives (TPOs) to address these
Option Generation and Development	- Come up with options or approaches that the LTS could take
Option Appraisal	- Appraise the Options against the Transport Planning Objectives - Appraise the Options against the STAG criteria

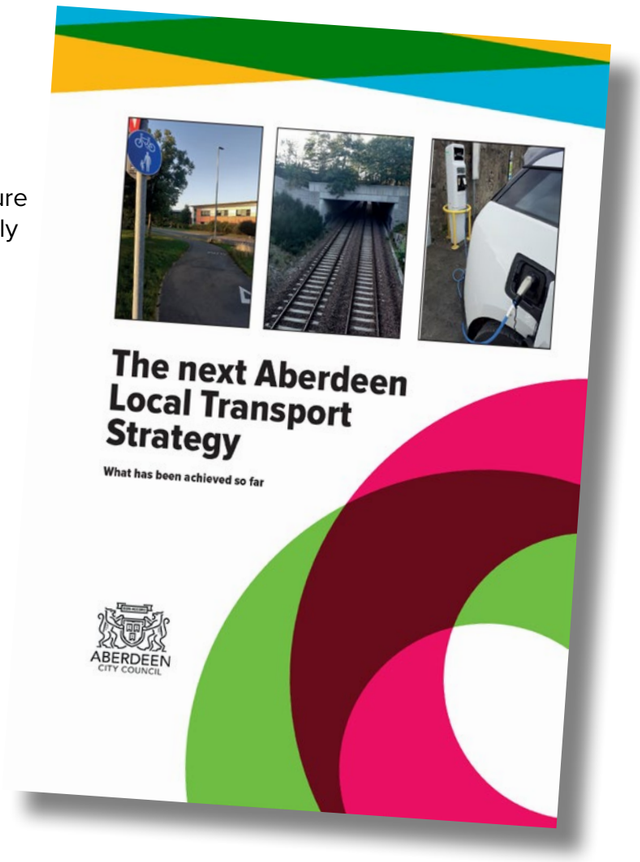
[1b] More details about STAG can be found here www.transport.gov.scot/media/41507/j9760.pdf

King George VI Bridge

Union Street

Listening to you

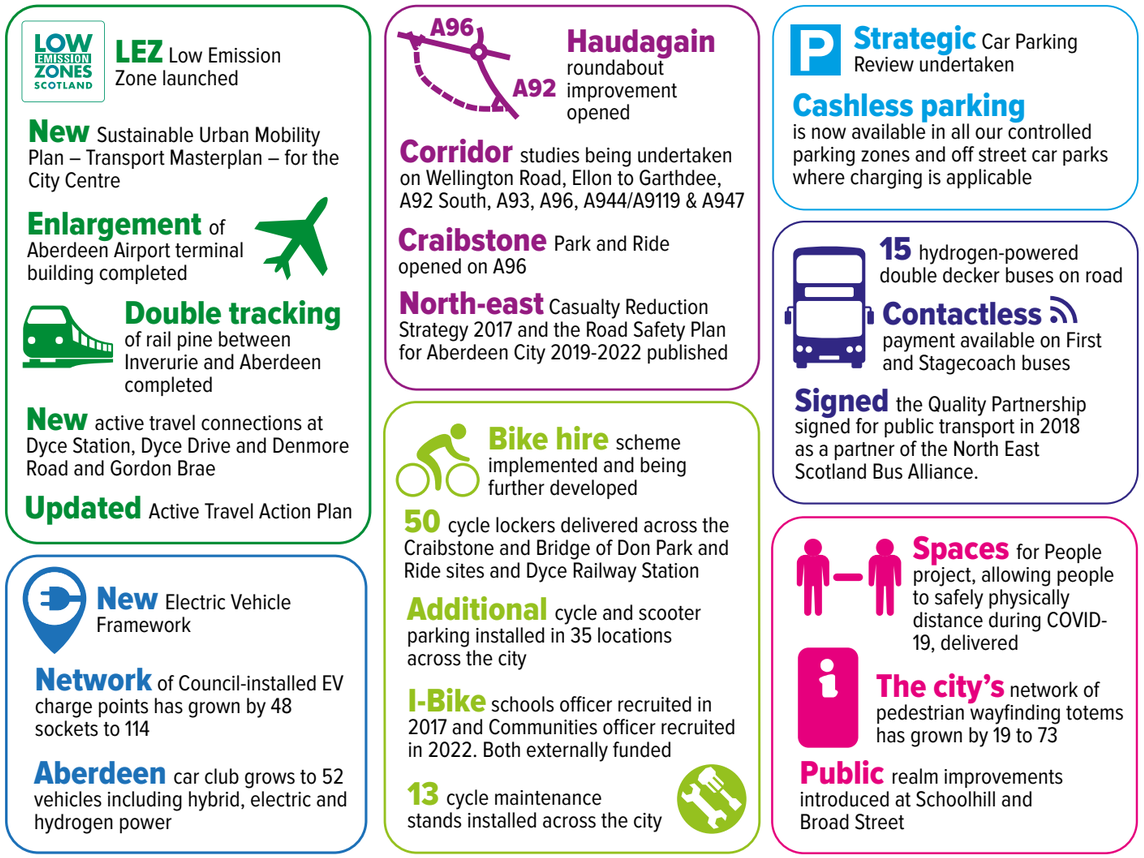
An LTS needs to best serve the users of the transport network, both to give them the confidence in the strategy, but also to make sure it improves the transport network and ultimately the city for them. This LTS will be informed by two rounds of public and stakeholder consultation. The first was at the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



Progress and changes since 2016

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

Figure 6 – What has been achieved since 2016?



The publication of documents such as the first Aberdeen Walking and Cycling Index (WACI) in 2022, facilitated by Sustrans, has also provided invaluable data around active travel movements in the city and the attitudes of people towards active travel while Aberdeen's success, with the North East Scotland Bus Alliance in bidding for £12 million Scottish Government funding through the Bus Partnership Fund to deliver an enhanced public transport option is another huge success.

The previous LTS also contained 190 actions[2]. Figure 7 overleaf gives an update on these.

[2]Actions taken from LTS (2016-2021) Action Plan
[3]Data based on Scottish Household Survey Results 2016-2010

Figure 7 – What does the monitoring tell us?

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

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

In terms of changes to the way in which people have used the transport network since 2016, Figure 8 below shows the period up to, and including 2019. Figure 9 then looks at the period between July 2019 and July 2021. The reason for these two different sets of figures is down to the COVID-19 global pandemic which occurred during 2020 and 2021. This led to several lockdowns of the population and restrictions on movement, coupled with the need to "physically distance". This period affected the use of the transport network significantly. Therefore, showing figures pre and post COVID-19 is beneficial. Within figure 9, two sets of figures have been shown, one between 2019 and 2020 to show the changes in the period before and during COVID-19 with the second set giving a comparison between 2019 and 2021 to look at whether longer term changes are being witnessed. As the cycling figures in Figures 8 and 9 are based on off-road cycle path usage, Figure 10 then looks at changes to on-road cycling levels during the COVID-19 period and to bus patronage.

Figure 8 – How have people's transport choices changed pre COVID-19[3]?

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

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

Figure 9 – How have people's transport choices changed during and since the COVID-19 pandemic[4]?

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

Data taken from Council counters and monitoring equipment

Figure 10 – How have on-road cycling levels changed during the COVID-19 period[5A]

LEVELS OF CYCLE USERS ON ROADS COMPARED WITH JULY 2019		
Cycling	Increased →	105%

Data collected from cameras at 41 sites

Between 2016 and 2019, the data showed a small increase in walking and cycling levels with small decreases in public transport. Car driving decreased by almost 10%, although the number of people being passengers in a car rose, suggesting an increase in car occupancy. However, following the COVID-19 global pandemic, the data shows a huge drop in public transport patronage, initially which, while recovering, is still some way off the 2019 figure while the large gains in walking and cycling levels that were made seem to be diminishing. Cycling levels, certainly off-road, have dropped much more steeply than walking levels.
Although comparable figures do not exist yet up to 2022, data from the Aberdeen City Voice survey, showing how many people have tried a particular mode of transport in 2022 compared to 2021 is available. This is shown in **Figure 11** overleaf. The table shows the percentage change for 2022, compared with 2021, with positive changes shown in green and negative changes in red. This seems more positive for walking while still showing increased demand for public transport. However, although cycling levels seem to have dropped, so has car driving, suggesting that people are continuing to seek alternatives to private car use.

[4]Data based on Aberdeen City Council counters and monitoring equipment
[5A]Data taken from 41 temporary camera monitoring sites across Aberdeen from September 2020 to July 2021
[5B]Data taken from 2022 Aberdeen City Voice Survey

Figure 11 – What % of respondents have tried each mode in 2022[5B]

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

Conclusions from transport choices

The evidence shows that, between 2019 and 2021, walking levels have grown overall and car use has fallen overall, which could suggest that people are becoming less car dependent and more active. However, car use is still higher in 2021 than in 2020 and walking levels lower in 2021 than 2020. While cycling levels rose sharply during COVID-19 times – 2020 compared with 2019 – this has not been sustained with levels now no better than pre-pandemic levels. That said there are still net increases in 2021 over 2019 in 3 of the 8 monitoring sites – Beach Esplanade, Deeside Way and Seaton Park. Although these locations are likely to be popular for recreational cycling, this suggests that that, if the conditions are right, then people will choose to walk and cycle more. The LTS must try to create the right conditions.

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

Main Issues Report

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

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

Key Drivers, Challenges and Opportunities

A – Key Drivers

Climate and Environment – Adaptation and Mitigation

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

Health

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

Economy and Efficiency

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

Technology

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

Placemaking

- National commitment to create 20 minute neighbourhoods
- Locally, a 20% reduction in traffic needed to deliver Aberdeen City Centre Masterplan).
- Regional commitment to improve accessibility issues in North East Scotland
- National aim to promote a positive 'sense of place' – design/materials/soft landscaping/ maintenance

B – Challenges

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

C – Opportunities

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

STAG Objective, Option Generation and Appraisal

Having established the Key Drivers, Challenges and Opportunities, the STAG-Based process introduced on Page 13, led to the setting of Transport Planning Objectives (TPOs) which could address these and then the generation of different options that the LTS could take to meet these. These options were then appraised against the STAG criteria and TPOs with the best scoring one taken forward. These are shown below in Figure 12. More details of this process can be found in Appendix B – Options Appraisal Report.

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

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

Figure 12 – TPOs and STAG Criteria for Option Appraisal

TRANSPORT PLANNING OBJECTIVES (TPOS)	SCOTTISH TRANSPORT APPRAISAL GUIDANCE (STAG) CRITERIA
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	**S1.** Environment
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	**S2.** Climate Change
TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	**S3.** Health, Safety and Wellbeing
TPO4 – Economy – Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	**S4.** Economy
TPO5 – Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	**S5.** Equality and Accessibility
TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	**S6.** Feasibility
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	**S7.** Affordability
TPO8 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	**S8.** Likely public acceptability

Section 3:
The Overarching Strategy

Aberdeen Western Peripheral Route (A90)

Vision

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

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

Objectives

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

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

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

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

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

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

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

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

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

The Outcomes

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

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

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

Outcomes up to 2030

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

Figure 13 – Outcomes for lifespan of next LTS

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

Outcomes beyond 2030

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

Figure 14 – Longer-term outcomes

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

Seaton Park Entrance

Outputs

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

Figure 15 – Outputs

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

Section 4: The Spatial Narrative

The Deeside Way

A90

A947

Aberdeen City Boundary

A96

A92

A90

A944

A92

A9119

A93

A956

A956

A92

Aberdeen City Boundary

A90

NORTH

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

AWPR (Aberdeen Western Peripheral Route)
Strategic route around Aberdeen for motorised traffic. Strategic traffic within Aberdeen signed to this using strategic corridors to access.

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

Main Rail Line
Land set aside for potential future station development where appropriate.

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

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

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

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

City Centre as destination rather than through route
Space given over to walking, wheeling and cycling to allow easy movement of people, encourage lingering and allow easy access to key destinations without being car reliant. Public transport able to access core. Cars accessing City Centre directed to strategic car parks. On-street parking restricted to disabled users, servicing and car club vehicles priotitised. Covered by low emission zone.

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

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

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

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

Strategic Transport Link to South Harbour
To enable the movement of goods and people along designated route. Will also incorporate active travel infrastructure (exact route to be confirmed).

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

Main NHS Grampian Site
Served by good public transport links and with walking, wheeling and cycling infrastructure incorported and promoted to encourage sustainable transport, promotion of travel planning here.

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

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

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

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

Section 5: The Topic Areas

Wellington Suspension Bridge

Topic areas for the Local Transport Strategy

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

Topic 1 – Climate Change mitigation and adaption

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

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

Transport accounted for 25.9% of Scotland's total greenhouse gas emissions in 2020. Within that, road transport made up 66% of transport greenhouse gas emissions with cars accounting for 38% of that total. In Aberdeen, transport's share of CO2 emissions, in comparison with other sectors, has increased from 20% in 2005 to 30% in 2019, despite CO2 emissions from transport reducing by 7.5% over this period[6].

The Scottish Government[7] stated that public sector bodies have a strong leadership role in delivering the transition, while recognising the critical roles of others, stressing the importance of partnership and joint working to achieve goals. Through its Just Transition commitments, it also stressed the importance of achieving a net zero and climate resilient economy[8], in a way that delivers fairness and tackles inequality and injustice, outlining that public transport and active modes of travel are the norm, supplemented by zero emissions vehicles, where needed. Key to these are the Scottish Government pledges to

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

In Aberdeen, the Council declared a Climate and Nature Emergency in February 2023[9]. The Council commits that the city will "Address climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate[10]." Building on this, the City's Net Zero Aberdeen Routemap[11] was approved by Council in February 2022, along with 6 place based strategies, including Net Zero Mobility. Aberdeen follows the national approach for a CO2 reduction of 75% by 2030 against 2005 baseline which will see Aberdeen KTCO2 emissions down to 448 from 1793. Although it has committed to being net zero by 2045, the Council will examine whether this can be brought forward.

[6] Scottish Transport Statistics 2022
[7] Securing a green recovery on a path to net zero: climate change plan 2018–2032 – update – gov.scot (www.gov.scot)
[8] Just Transition – A Fairer, Greener Scotland: Scottish Government response – gov.scot (www.gov.scot)
[9] Agenda for Council on Wednesday, 22nd February, 2023, 10.30 am (aberdeencity.gov.uk)
[10] Aberdeen City Local Outcome Improvement Plan 2016-26 – Community Planning Aberdeen
[11] Net Zero Aberdeen Routemap & Enabling Strategies | Aberdeen City Council


Marine Scotland site, Torry, Aberdeen

The Net Zero Mobility Strategy outlines the key outcomes and strategic objectives that the transport network should achieve in order to achieve net zero. These are presented in Figure 16 below.

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

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

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

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

- phasing out the need for new fossil fuelled small vehicles by 2025, and larger vehicles by 2029
- switching to electric and hydrogen powered fleet vehicles
- reducing emissions from staff travel and
- ensuring that climate adaption is considered at all stages of project development, management and maintenance of transport infrastructure we maintain and manage.

However, reducing emissions from transport is only part of the solution. We also have to find ways of adapting to existing climate change and ensuring that the transport system is resilient enough to deal with this. Aberdeen Adapts, Aberdeen's Climate Adaptation Framework was updated in 2022 and recognises that "Aberdeen's northerly location means there is a strong reliance on transport for goods, travel and business" and that "The performance of transport networks in and around the city will be challenged by increased temperatures, heavy rainfall, landslip and flooding". It sets a theme priority of "Buildings & infrastructure" with the commitment of "Addressing climate change in the planning, build, maintenance and protection of city buildings, infrastructure and heritage.

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

Consideration should also be given to using low-carbon materials in the construction of new infrastructure or reusing and recycling materials in support of a circular economy.

Demand Management measures will also play a part here. See Topic 19 for more details.

POLICY 1: CLIMATE CHANGE MITIGATION AND ADAPTION
To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.
ACTIONS
Continue to promote and facilitate measures which reduce the need to travel
Develop the transport network in line with the National Sustainable Transport Hierarchy giving consideration to the most sustainable modes first
Continue to enable and expand hydrogen refuelling and EV charging infrastructure and explore ways in which this could be facilitated by renewable energy
Ensure that the LTS aligns with the Net Zero Vision, Strategic Infrastructure Plan and Routemap and work with partners to take mobility aspects forward
Ensure that the risk of flooding or environmental impact is taken into account in the design and construction of infrastructure and that opportunities to manage open spaces such as road verges are maximised to reduce surface water flooding and run off.
Continue to implement a range of hard and soft engineering measures when dealing with flood risk management and mitigation and in the urban environment consider where hard landscaping can be reduced where possible, for instance, resist front gardens being turned into car parks
Ensure that the net-zero message and target is clearly communicated to users and operators of the transport network"

Topic 2 – Air Quality

Transport is Scotland's primary source of air pollution, which leads to 2,500 premature deaths in Scotland every year[12] while road transport in urban areas remains the significant contributor to poor air quality[13]. Air pollution especially impacts on the more vulnerable members of society – the very young and the elderly or those with existing health conditions such as asthma, respiratory and heart disease. This makes air quality an important health inequalities issue.

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

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

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

Although pollution levels have been improving in Aberdeen in recent years, many city centre locations still see regular exceedance or near exceedance of the annual mean NO2 objective.

In May 2022, Aberdeen City Council declared a Low Emission Zone (LEZ) in part of the City Centre[14]. This will restrict access for petrol and diesel vehicles, depending on whether they meet a certain "Euro" standard. Blue Badge holders are exempt. Figure 18 shows the LEZ.

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

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

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

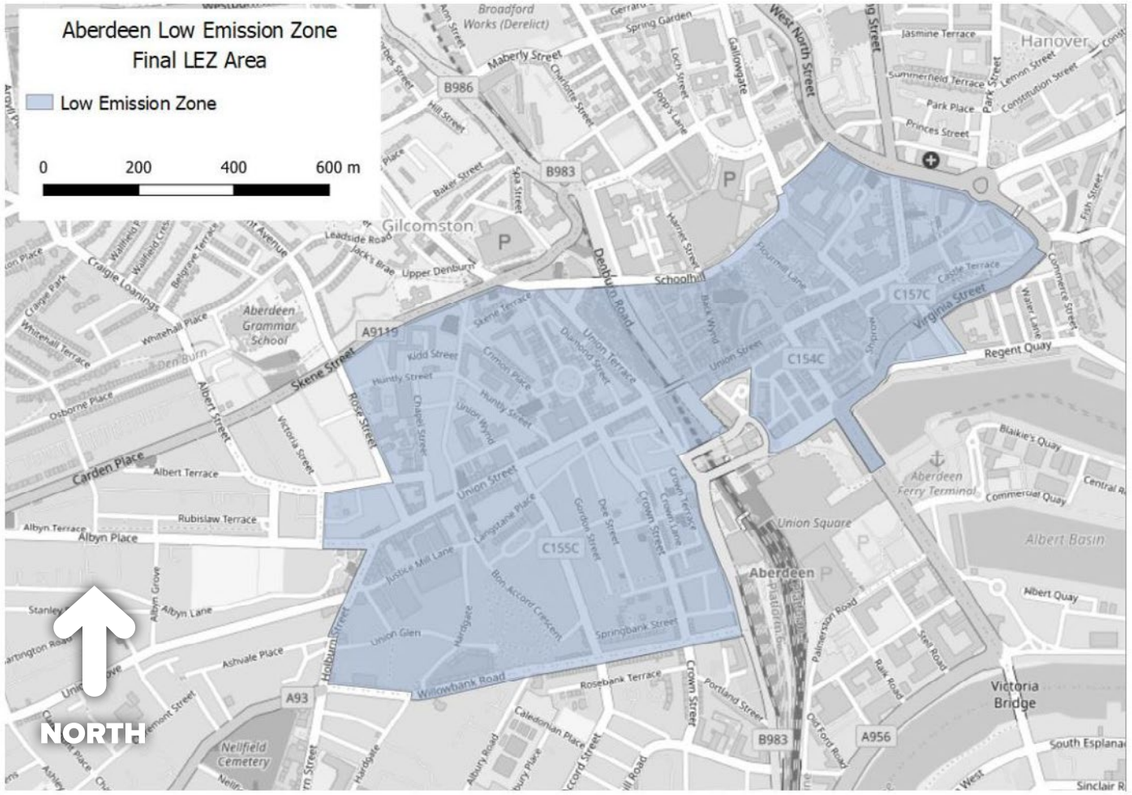
Although the increasing switch from petrol and diesel vehicles to hydrogen and EV will help further reduce emissions from transport as will actions being put in place to reduce greenhouse gas emissions from transport, described in the previous section, these, along with the LEZ will not solve air quality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

Figure 17 – Air Quality Management Areas in Aberdeen

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

[12] Transport & Air Pollution – Friends of the Earth Scotland (foe.scot)
[13] Cleaner Air for Scotland 2: delivery plan – gov.scot (www.gov.scot)
[14] Low Emission Zone | Aberdeen City Council

Figure 18 – The Aberdeen Low Emission Zone



POLICY 2: AIR QUALITY
Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.
ACTIONS
Ensure that Air Quality Action Plan measures and Local Transport Strategy aims, outcomes, objectives and actions are aligned.
Ensure that Aberdeen's Low Emission Zone is ready to be enforced by May 2024
Continue to investigate ways in which the Low Emission Zone could be further developed for the benefit of the city
Improve air quality to the point where the City's Air Quality Management Areas can be revoked and look at further citywide improvements,
Require mitigation measures for new schemes, where additional vehicle trips will impact on air quality.

Topic 3 – Noise Quality

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

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

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

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

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

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

These are outlined below in Figures 19 and 20

Figure 19 – Candidate Noise Management Areas in Aberdeen

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

Figure 20 – Candidate Quiet Areas in Aberdeen

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

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

Figure 21 – Aberdeen Agglomeration Noise Action Plan Objectives

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

For new developments, the Aberdeen Planning Guidance, part of the Local Development Plan, contains details of how the location and design of a development can play a significant part in preventing, controlling and mitigating the effects of noise[16].

POLICY 3: NOISE QUALITY
Reduce levels of noise from the transport network in Aberdeen.
ACTIONS
Continue to identify Noise Management Areas and Quiet Areas within Aberdeen.
Implement the Noise Action Plan.
Require mitigation measures for new schemes, with respect to managing transportation noise

Topic 4 – Reducing the need to travel

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

The COVID-19 pandemic has demonstrated the role that digital connectivity can play in enabling many people to work and connect with others remotely while the need to lock down accelerated the pace of digital adoption in many organisations and businesses. In the North East of Scotland, 84% of people expected that virtual meetings would continue to replace some if not all face to face meetings[17]. For UK retail, in May 2022, seasonally adjusted internet sales accounted for 26.6% of all official retail sales, compared with 19.7% in February 2020[18].

In its digital strategy[19], the Scottish Government outlines the following actions, shown in Figure 22;

Figure 22 – Scottish Government Digital Strategy Actions

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

Although digital connectivity is an important part of the mobility mix, it has to be acknowledged that not everyone will always be able to afford to have access to digital technologies and that discouraging the movement of people can be detrimental to the vitality of city and neighbourhood centres and physical facilities. Furthermore, discouraging people from moving around can have issues for both their physical and mental health. Locally, the Local Outcome Improvement Plan notes that there has been evidence of a significant rise in the number of people experiencing mental health problems during the COVID-19 pandemic with some of the most affected being children and young people as well as older people and others with protected characteristics. The Scottish Government[20] finds that 10% of people in Scotland often feel lonely while physical inactivity adds to nearly 2,500 deaths in Scotland each year. Therefore, while the need to reduce unnecessary travel should be encouraged, necessary travel should still be supported in the most appropriate way and with particular consideration given to sustainable modes.

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

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

POLICY 4: REDUCING THE NEED TO TRAVEL
Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel
ACTIONS
Support Digital Connectivity improvements, including enhancements to the High Speed Broadband network in the City to enable more people to access facilities virtually
Lead by example and encourage the use of flexible working practices in the city
Work with partners to create community hubs, allowing people to work remotely without needing to access a central office location
Work with partners to ensure that reducing the need to travel is balanced against the need to keep the city "open for business" and considers the mental and physical health of people
Work with partners to support and encourage the location of facilities in developments to enable local living, reducing the need to travel by car

[16] TBC Aberdeen Planning Guidance
[17] www.nestrans.org.uk/wp-content/uploads/2022/04/20220325_Nestrans-Tracking-survey-exec-summary-wave-16.pdf
[18] www.ons.gov.uk/businessindustryandtrade/retailindustry/articles/howourspendinghaschangedsincetheendofcoronaviruscovid19restrictions/2022-07-11
[19] "A changing nation: how Scotland will thrive in a digital world"
[20] "A CONNECTED SCOTLAND Tackling social isolation and loneliness and building stronger social connections"

Topic 5 – Walking and Wheeling

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

Active Travel is defined as "making journeys in physically active ways"[22]. Along with walking, wheeling and cycling it also encompasses other areas such as running and scooting.

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

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

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

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

Nationally, NHS Scotland figures from 2022 show that physical inactivity adds to nearly 2,500 deaths in Scotland each year and the cost to the economy of physical inactivity is around £91 million per year. They also reveal that adults in the most deprived areas of Scotland were less likely to meet physical activity recommendations (56%), compared with the least deprived areas (72%). Given that 60% of households in some of the most deprived areas are unlikely to have access to a car, the need to enable active travel, not just for health but also for mobility in the city is clear. Locally, the results from the annual City Voice survey show a decrease in daily walking, However, the rate of those walking once a week has increased.

Wayfinding Totem, Huntly Street, Aberdeen

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

[22] www.pathsforall.org.uk/about-active-travel
[23] www.aberdeencity.gov.uk/services/leisure-culture-and-parks/free-walks-and-trails-aberdeen
[24] www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf
[25] www.aberdeencity.gov.uk/services/environment/access-outdoors/core-paths-plan

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

Locally, the Infrastructure Strategy for the Aberdeen Net Zero Routemap contains the strategic objective to "Extend and improve active travel networks for healthy, safer, and sustainable choices". The Aberdeen Local Outcome Improvement Plan sets the target to increase sustainable travel with 38% of people walking as main mode of travel by 2026. Figures locally show that, if the conditions are favourable, people will be encouraged to walk too with figures showing that, during and since the COVID-19 lockdown period walking in February 2022 is at 143% of the levels recorded in February 2019.

In terms of benefits, national walking charity, Paths for All, state that "A brisk walk can help you manage a healthy weight, strengthen muscles, and reduce your risk of some serious conditions including type 2 diabetes, cardiovascular disease and certain cancers". They also outline that "It's proven that a short walk can really benefit your mental health, particularly if walking in your local park, woodland or greenspace. Regular walking can reduce the risk of depression, stress and anxiety and promote positive mental health by helping you to sleep better, connect to nature and enhance your connection with your local area".

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

It is important to acknowledge the fun side of walking too. The official walking trails across the city[23], and those created for charity, have demonstrated that people, both as residents and visitors, enjoy getting out and discovering things on foot, both as individuals and in groups while the latter can be a great way in ensuring people do not feel socially isolated. Likewise, ensuring that appropriate pedestrian wayfinding information is available, is essential both to make walking easier and, in the case of Aberdeen, remind people just how compact the City Centre is and how close it is to key destinations such as the beach.

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

In terms of walking levels, the Aberdeen WACI noted that 57% of residents walked at least 5 days a week.

Under the Land Reform (Scotland) Act 2003, all Local Authorities and National Park Authorities in Scotland have a statutory duty to prepare a Core Paths Plan that will "provide the basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area. The basic framework of routes will link into, and support, wider networks of other paths. The Aberdeen Core Paths Plan was adopted in 2009[25]. It is currently being updated.

The Council will continue to further develop the city's walking network and will make use of the Local Development Plan and Developer Obligations to ensure that new developments have this provision built in and also contribute to the improvement of the wider network too. Furthermore, close working with colleagues in Aberdeenshire Council will ensure that routes which cross Local Authority boundaries are joined up to provide the greatest benefit and incentive to users. This cross-boundary working will also provide a great opportunity to ensure that Active Travel best contributes to the National 20% reduction in car kilometres by 2030.

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

POLICY 5: WALKING AND WHEELING
To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.
ACTIONS
Continue to review and Update the Council's Active Travel Action Plan which further develop the walking, wheeling and cycling aspects of the LTS
Increase the attractiveness of walking and wheeling and improve the safety of the pedestrian environment throughout the City with a combination of measures including improved maintenance of existing footways, upgraded lighting, development of new off-road footpaths, creation of more space for the walking environment, implementation of pedestrianised or part-pedestrianised areas, filling missing links in the walking and wheeling provision and delivering additional traffic management and traffic calming to deliver walkable neighbourhoods.
All new developments will be planned for walking and wheeling as per Designing Streets and Scottish Planning Policy with appropriate facilities within the development and to and from places of interest (residential areas, schools, workplaces, shops, onward transport connections, leisure and health facilities).
Ensure that all traffic management and road maintenance schemes incorporate measures for those walking and wheeling, keeping footways open at all times or providing signed alternatives which do not result in lengthy diversions or the need to cross mutliple roads.
Continue to raise awareness of the benefits of walking and wheeling and the opportunities available in Aberdeen via route map signage and way finding
Continue to encourage walking and wheeling with fun initiatives such as trails and challenges
Continue to work with groups to ensure that the walking and wheeling environment is inclusive for users
Refresh the City's Core Paths Plan
Look to make use of and enhance green infrastructure when planning walking and wheeling routes
Promote the message that, switching to walking and wheeling journeys even once a week, can make a huge difference to health, congestion and finances

[26a]Confederation of the European Bike Industry [26b]North East Cyclehub https://www.dacyclehub.org/northeast
[27]https://bigissue.bike/

Pedestrian and Cycle Infrastructure, Gordon's Mills Road

Topic 6 – Cycling

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

Cycling takes many forms with standard two wheel pedal bikes, tricycles, recumbent bikes, hand cranked bikes and cargo bikes all forming part of the mix. As a council, encouraging use of all bike types is important as is providing opportunities to trial them. The growing popularity of eBikes, which enable a battery assist to pedalling, have seen the global electric bike market grow from £4.9bn in 2018 to a predicted £11.8bn in 2023[26a].

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

Access to bikes is also seen as a barrier to cycling. The Scottish Government are already exploring ways to offer free bikes to children who cannot afford them but ways of bringing these benefits to adults could also prove beneficial. In 2022, NESTRANS were involved with the setting up of a Bike recycling scheme[26b] in the North East of Scotland which provides opportunities, not only for the refurbishment of bikes, but also to sell them cheaply and or gift them to those who would benefit from them. The launch of the Aberdeen Cycle Hire Scheme in November 2022[27] also gives people access to fully-maintained ebikes on a pay as you go basis, providing a real alternative to ownership.

As with walking and wheeling, the Council already provides and is adding to its network of cycle paths and routes across the city including parking and cycle maintenance stands to support cyclists and, as part of the Local Development Plan, continues to have standards for cycle infrastructure in new developments to ensure that provision is properly built in from the start and that developers also contribute to the improvement of the wider network too. Furthermore, close working with colleagues in Aberdeenshire Council will ensure that routes which cross Local Authority boundaries are joined up to provide the greatest benefit and incentive to users. This is very much in keeping with the National support for "Cycle superhighways", longer-distance cycle routes along main corridors to link rural areas to urban centres. This cross boundary working will also provide a great opportunity to ensure that Active Travel best contributes to the National 20% reduction in car kilometres by 2030.

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

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

Figure 24 – Six themes for cycling for transport in Scotland

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

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

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

Figures locally show that, if the conditions are favourable, people will be encouraged to cycle too. During the COVID-19 lockdown period, in June 2020, while car traffic was at 78% of levels in June 2019, cycling was at 180%.

Sources show the benefits of cycling to be numerous, not just for individuals but also for the city. The Aberdeen WACI (2021) finds that the net annual economic benefit of cycling in surveyed cities is £1 billion, £537 million of which is from people with a car choosing to cycle as an alternative for certain journeys. It also identifies that cycling in surveyed cities prevents 4,199 serious long term health conditions each year, saving the NHS £27.5 million per year and preventing 403 deaths annually, which is equivalent to £1.3 billion saved. In terms of cycling levels, the Aberdeen WACI (2021) noted that 15% of residents cycled at least 1 day a week. Within this, twice as many men cycled at least 1 day a week as women.

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

Figure 25 – Core Design Principles for Cycling Infrastructure

Safety	Comfort
Coherence	Attractiveness
Directness	Adaptability

Riverside Drive, Aberdeen

POLICY 6: CYCLING
To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist
ACTIONS
Continue to review and Update the Council's Active Travel Action Plan which further develops the walking, wheeling and cycling aspects of the LTS
Increase the attractiveness of cycling and improve the safety of the cycling environment throughout the City with a combination of measures. Priority should be given to the city centre, the main transport corridors into it and filling missing strategic links in cycling provision. Measures should include development of new segregated and off-road routes, Advanced Stop Lines at junctions, toucan crossings of busy roads and priority measures for cyclists crossing side roads. These should be supported by improved maintenance of existing cycle routes, upgraded lighting, additional parking and maintenance facilities and additional traffic management and traffic calming to deliver cycle-friendly neighbourhoods.
Maximise opportunities for integrating cycling with other modes of transport and creating interchange opportunities by, for example, improving access to railway stations and Park and Ride sites and ensuring cycle parking facilities are available at these, and other strategic, locations.
All new developments will be planned for cyclists as per Designing Streets and to Cycling By Design standards with appropriate facilities within the development and to and from places of interest (residential areas, schools, workplaces, shops, onward travel options, leisure and health facilities).
Continue to encourage cycling with fun initiatives such as trails and challenges
Support and enable the rollout of a cycle hire scheme in Aberdeen
With partners and additional funding, continue to investigate new ways to give people access to bikes and information about cycling and continue to support existing schemes
As part of all new transport improvement schemes cyclists will be considered during the assessment, design and implementation and given appropriate provision (as according to Cycling By Design standards) with no net detriment to provision as a vulnerable road user
Ensure that all traffic management and road maintenance schemes, both permanent and temporary, incorporate measures for cyclists such as: cycle route diversions, one-way exemptions, contraflow cycle lanes, diversionary signage, etc. with any temporary diversions including on-road alternatives if no other option is available and advanced signage at journey decision points indicating extent of access available
Continue to raise awareness of the benefits of cycling and the cycling opportunities available in Aberdeen via route map signage and way finding
Continue to work with partners on education and safety campaigns and projects, such as Bikeability and Give Me Cycle Space, encouraging training in schools, rolling out cycle training to adults and encouraging drivers to behave safely and respectfully when sharing roadspace with cyclists.
Continue to promote, encourage and enable the range of different bikes and supporting infrastructure which can encourage more people into cycling such as cargo bikes and e-bikes and support ways of allowing people to trial these technologies
Continue to work with and support Aberdeen Cycle Forum and Grampian Cycle Partnership in promoting the benefits of cycling and improving opportunities for cycling in the City
Promote the message that, even cycling once a week can make a huge difference to health, congestion and finance.
Continue to provide maintenance stations in key locations and support schemes which both enable and teach people about bike maintenance
Look to make use of and enhance green infrastructure when planning cycling routes

Topic 7 – Bus

Hydrogen Powered Bus, Union Street, Aberdeen

Bus transportation is the main public transport offering in the city of Aberdeen and remains a key component of the transport network. Given that around 30% of households in the city do not have access to a car, many rely on the bus as their main form of motorised transport. With National Concession schemes such as free bus travel to those aged 60 years and over and, as of January 2022 in Scotland, those aged under 22, bus is a key component in ensuring people are mobile. Plus, given that, by 2039, it is expected that 27.6% of Aberdeen City's 65+ years population will be aged 85 years or over compared to 13.2% in 2014[28], demand for a good bus service is likely to grow even further.

As a means of travel, bus has many advantages. Compared with driving, it allows users to travel without needing to concentrate on the road, leaving you free to do other things such as reading or listening to music. Then, when the journey ends you don't need to find a parking space. It is also far more space efficient as 40 people on a bus take up far less space than 40 people driving. The last 10 years have also seen huge advances in technology for the bus fleet. In fuel terms this has seen both major bus operators in the city, First and Stagecoach, looking to reduce emissions from their vehicles with hybrid, battery EV and hydrogen buses all now in regular service. For passengers, improvements to accessibility and to technology have also made the service more user friendly. Both of the major operators now offer contactless payment and mobile app functionality while the introduction of the Grasshopper ticket in 2014 means that one ticket can be bought to cover travel across both services. Grasshopper is also now available as a smartcard which can be topped up. Services like Traveline Scotland also let you plan your journey from end to end across multiple services while, for those commuting between Aberdeen City and Aberdeenshire, some Stagecoach services offer the ability to take bikes on board if they are contacted in advance.

Although active travel remains a cleaner, more space efficient mode than bus it is recognised that not everyone, especially those with health conditions and mobility impairments, can use these modes and there are situations where walking and cycling is not conducive to the type of journey people need to make. Bus should be able to serve these situations. Bus also remains an important component of the night time economy in Aberdeen, helping to encourage people to access the city centre for eating, drinking and entertainment and have a reliable means of getting home. The 2021 City Voice found that 31% of respondents used bus when accessing the city centre in the evenings.

However, bus still has its challenges. In the LTS main issues consultation, lack of/ limited public transport options, unreliable/ poor bus services and expensive fares and lack of public transport integration emerged as some of the most numerous issues that were raised. Bus patronage has also been declining over the last 10 years, most noticeably during the COVID-19 pandemic. In Aberdeen, it fell by 50-55% during lockdown and, although it has improved again slightly, it was still down 40% in February 2022 compared with Pre-lockdown[29a].

In order to address this decline, it is important that the Council continues to work in partnership with others. The North East Scotland Bus Alliance was established in 2018 and is a voluntary Quality Partnership Agreement between NESTRANS, Aberdeen City Council, Aberdeenshire Council, First in Aberdeen, Stagecoach Bluebird and Bains Coaches, brought about to improve the bus services in the region. In June 2021, this partnership successfully secured £12million from the Transport Scotland Bus Partnership Fund, some of which will be used to develop business cases and designs for City Centre and radial corridor bus priority measures as well as the Aberdeen Rapid Transit (ART) system. ART features more in Topic 8.

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

POLICY 7: BUS
To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability, cost, and convenience benefits to make people choose it over the car.
ACTIONS
Continue to remain committed to the North East Scotland Bus Alliance and delivery of the Bus Action Plan
Work with partners in the North East Scotland Bus Alliance to consider the potential of Bus Service Improvement Partnerships (BSIPs) in securing enhanced services.
Continue to work with the North East Scotland Bus Alliance to identify, implement and trial a range of schemes to better facilitate the movement of buses in the City, including priority measures and traffic management improvements, in line with Locking In the Benefits of the AWPR. This should also include bus priority on the key radial corridors, identified by the Bus Alliance as priorities for improving journey times and reliability.
Continue to maintain, manage and improve bus stop infrastructure in line with Quality Partnership targets.
Review provision of bus services to ensure existing services meet peoples' needs, and where necessary consider provision of supported services where these are deemed socially necessary.
Ensure all new developments are planned and designed with public transport access and penetration in mind.
Require developers to engage with public transport providers from the beginning of the planning process to ensure that new sites can be served by public transport. Where services cannot be supplied commercially, require developers to provide these at their own cost until such time as they become commercially viable.
Continue to work with bus operators through the Health and Transport Action Plan to ensure health services are accessible by public transport.
Encourage further adoption of low and zero emission buses.
Continue to enforce bus lane violations and look to increase the coverage of the scheme in recognition of the benefits it has brought in terms of the free flow of buses.
Work with operators and Aberdeenshire Council to improve the availability and quality of bus information in Aberdeen.
Further consider options Local Authorities have both to provide bus services and to encourage use of bus.

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

[29a] Aberdeen City Council monitoring [29b] Link to this when available

Topic 8 – Aberdeen Rapid Transit (ART)

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

In its regional Transport Strategy, NESTRANS 2040, adopted in 2021, NESTRANS has "Delivering Aberdeen Rapid Transit" as one of its key policy areas. This is described in the Aberdeen Net Zero Routemap Mobility Strategy as a "game changer" public transport offering. It must deliver in the four main areas

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

Urban Mass/ Rapid Transit Networks are regarded in the fourth Scottish National Planning Framework (NPF4) as a nationally important development for Aberdeen. Likewise the second Strategic Transport Projects Review (STPR2), contains Aberdeen Rapid Transit as one of its 45 recommendations.

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

POLICY 8: ABERDEEN RAPID TRANSIT
To work with partners including NESTRANS, Transport Scotland and the North east Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city
ACTIONS
With partners, including Transport Scotland, NESTRANS and the North East Scotland Bus Alliance, undertake a feasibility study for an Aberdeen Rapid Transit project – a tram-like modern system with exemplary comfort and effectiveness, including off-vehicle ticketing and competitive journey times – examining which routes and which locations could be served by this and what supporting infrastructure would be required to enable it
With partners, implement Aberdeen Rapid Transit connecting Craibstone/Airport/TECA to the south via the City Centre and Westhill / Kingswells to Bridge of Don via the City Centre
As part of Multi-modal corridor studies for main transport corridors into the city, investigate their suitability for Aberdeen Rapid Transit
Examine opportunities for other modes of transport to interchange with Aberdeen Rapid Transit
Support Aberdeenshire Council in the development of a 'low carbon mobility hub' at Portlethen as an integral part of the proposed ART network, providing interchange and park and ride opportunities for passengers travelling from the south into Aberdeen

Topic 9 – Park and Ride

Kingswells Park and Ride, Aberdeen

Park and Ride sites give people the opportunity to park their vehicle in a long-stay car park on the periphery of a settlement and then choose another, more sustainable form of transport into the city. In the case of Aberdeen, Park and Ride sites serving the city offer free parking for at least 36 hours and serve three of the major road transport corridors into the city. Figure 26 below shows the locations of these. With the Craibstone and Kingswells sites both lying close to junctions on the Aberdeen Western Peripheral Route (AWPR), they are easily accessible to users of other routes which link to the AWPR too. The Park and Ride sites are designed to be served by designated, high frequency "express" style bus services with limited stops. However, many also have additional facilities such as secure cycle lockers and electric charge points while the location and abundance of parking makes it easy for multiple people to drive to them, leave some cars and car share into the city.

Figure 26 Park and Ride Locations

In the city, Park and Ride patronage has declined over the last few years and this has led to many of the bus services being removed and instead served by local buses. This has caused a perception of poor value for users and journey times which are less competitive with the car than they used to be. Furthermore, the Main Issues Consultation revealed that people are not aware of the services on offer at the Park and Rides and how to use them.

Given the Scottish Government commitment to reduce car kilometres travelled by 20% by 2030 and, as part of the City Centre Masterplan for Aberdeen, the need to reduce city centre traffic by 20%, a good park and ride offering is essential in giving people a viable alternative to driving into the city centre.

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

POLICY 9: PARK AND RIDE
Work with partners to ensure that Park and Ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.
ACTIONS
Maximise investment in existing and new Park and Ride facilities to ensure that they provide an attractive place for people to park at the edge of the city and make their onward journey easily by another mode
Continue to promote Park and Ride sites as multi-modal transport interchanges, where onward journeys can be made by a range of sustainable modes, rather than simply for parking and taking public transport
Continue to find ways of adding value to the Park and Ride experience in Aberdeen
Continue to ensure that Park and Ride sites form part of the wider parking strategy for the city as a whole, to encourage long stay parking at the edge of the city
Support Aberdeenshire Council in the development of a ‘low carbon mobility hub’ at Portlethen, providing interchange and park and ride opportunities for passengers travelling from the south into Aberdeen

Topic 10 – Strategic Rail Network


Dyce Railway Station

Like bus, rail provides a real alternative to car travel and, given that around 30% of households in Aberdeen have no access to a car, so is a vital lifeline for many. The last few years have seen large investment in the rail infrastructure in the north east of Scotland. The double tracking of the track between Inverurie and Aberdeen was completed in 2019 while, in 2020, an additional station at Kintore joined the existing north east options of Huntly, Insch, Inverurie, Dyce, Aberdeen, Portlethen, Stonehaven and Laurencekirk. All of this has meant more frequent services, especially between Inverurie and Aberdeen and quicker journey times with Inverurie to Aberdeen now quicker by train than by car and without the need to find a parking space in the city when you arrive.

However, rail not only offers competitive local journey times but, travelling further afield, it can prove far quicker and user friendly than driving and even flying. With Wifi, tables and power points, the ability to work on the train whilst travelling is also a key advantage over other modes.

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

Although the Council has little influence over the rail network and services, it is still able to lobby Transport Scotland for improvements and support and work with them and NESTRANS on rail projects. However, where the Council can have influence is around the access to and promotion of rail travel. For rail travel to be attractive and successful the stations themselves must also be able to be accessed easily and by a range of modes. Within the city, refurbishment works at the main Aberdeen Railway Station have helped to make it more accessible, especially by bike, on foot and by taxi, and introduced more passenger facilities while at Dyce, the addition of more secure cycle parking and electric vehicle charge points has helped improve interchange between a greater number of modes.

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

POLICY 10: STRATEGIC RAIL NETWORK
To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.
ACTIONS
Continue to promote rail travel to, from and within Aberdeen as part of a sustainable and integrated transport network.
Continue to improve and promote access to both Aberdeen and Dyce Railway Stations, particularly by foot, wheeling, bicycle, bus and taxi.
Support implementation of key priorities emerging from the NESTRANS RTS and Rail Action Plan including lobbying the Scottish Government for further improvements.
Support improvements to the Aberdeen to Inverness and Aberdeen to Edinburgh/Glasgow rail corridors and press for journey time improvements.
With NESTRANS and Network Rail, investigate the potential to provide further parking at Dyce station to allow it to function as a mini park and ride site
Continue to support the decarbonisation of rail services and promote Aberdeen's willingness to be part of hydrogen rail trials
With partners, continue to investigate the case for further stations to enable more local rail movements and, where appropriate, encourage the safeguarding of land for future station expansion and development

Topic 11 – Community and Demand Responsive Transport

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

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

Given the importance of access to healthcare in particular, the Council, along with NHS Grampian, Aberdeenshire Council, Moray Council, The Scottish Ambulance Service and NESTRANS are are partners in the region wide Health and Transport Action Plan (HTAP), which supports the Transport to Healthcare Information Centre (THINC), which was delivered in partnership through the Health and Transport Action Plan, a plan and partnership between Local Government and NHS. THInC[30] provides practical transport advice for people who have difficulty getting to and from medical appointments in Grampian. The service provides a dedicated telephone service offering guidance on accessing suitable transport options to get to and from appointments when they have no means of personal transport. The centre can provide details of suitable bus or train times, contact telephone numbers and other services such as local dial-a-bus or voluntary car schemes and is the first of its kind in the UK.

[30] https://thinc-hub.org/

POLICY 11: COMMUNITY AND DEMAND RESPONSIVE TRANSPORT (DRT)
To continue to work with Partners to deliver Demand Responsive Transport in Aberdeen for the benefit of the public
ACTIONS
Continue to provide DRT services through the Council.
Continue to support groups looking to develop Community Transport schemes.
Work with Partners through the Health and Transport Action Plan with the ultimate aim of pulling together Council services with those of the voluntary and health sectors into one centralised and integrated booking system for Health & Social Care.
To ensure that vehicles are accessible, fit for purpose and support a shift to a low and zero emission fleet

Topic 12 – Coaches

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

The tourism sector is one of the most important for the Scottish economy with around 14 million people visiting the country each year. Spending by tourists is around 5% of GDP and the sector accounts for more than 7% of employment in Scotland[31]. With coach being a popular mode of transport, both to take visitors to and from the city but also to transport them around it, this is a mode that should be supported.

Therefore, ensuring that Aberdeen remains well connected to a range of places by coach is essential, not just for residents and commuters to the city, but also for visitors. The City's main bus station functions as the major coach interchange hub for Aberdeen so ensuring it is attractive to coach operators and easily accessible to users by a range of transport methods is very important. Equally, creating other opportunities for coaches to access the city will ensure that coach remains an attractive mode both for operators and passengers. However, given the size of coaches, it is important that the desire to accommodate them and their passengers, does not come at the expense of keeping the city moving, especially for sustainable transport and deliveries.

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

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

Scheduled coach service

POLICY 12: COACHES
To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.
ACTIONS
Ensure that Aberdeen's bus station continues to function as the main hub for coach services and provides high quality, accessible interchange points between a variety of modes of transportation.
Continue to explore and encourage further opportunities to encourage coaches in Aberdeen.
Continue to promote awareness amongst coach operators for appropriate pick up, drop off and waiting areas.
Review pick up and drop off points in line with any potential urban realm improvement schemes.
Continue to ensure that new large developments, which are likely to generate considerable numbers of visitors, have suitable coach parking provision built in.
Continue to work with partners to enable opportunities for low and zero emission coaches in the city.

Topic 13 – Taxis and Private Hire Vehicles

In Aberdeen taxis and private hire vehicles serve a very important role in the transport network. Not only do they provide a useful alternative to the private car for those wishing to undertake a journey where other transport modes may not take them quickly or easily, but they provide a vital service for those who need motorised transport but, for example, cannot or do not want to drive, do not have access to a car, or are unfamiliar with the city. In doing so they often provide an essential "first and last mile mode" to get people to and from airports, stations or ferry terminals and the origin or destination of their journey. They are also an important part of the city's night time economy in ensuring a safe and efficient journey home for people.

In terms of differences between taxis and private hire cars, although both can be pre-booked, only taxis can be 'hailed' in the street or from a recognised taxi stance.

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

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

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

In terms of environmental compliance, taxis will be subject to the same National commitment as cars and vans from Transport Scotland to "Phase out the need for new petrol and diesel vehicles by 2030". Furthermore, those operating within the City Centre area will also be subject to the Low Emission Zone regulations. These will affect

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

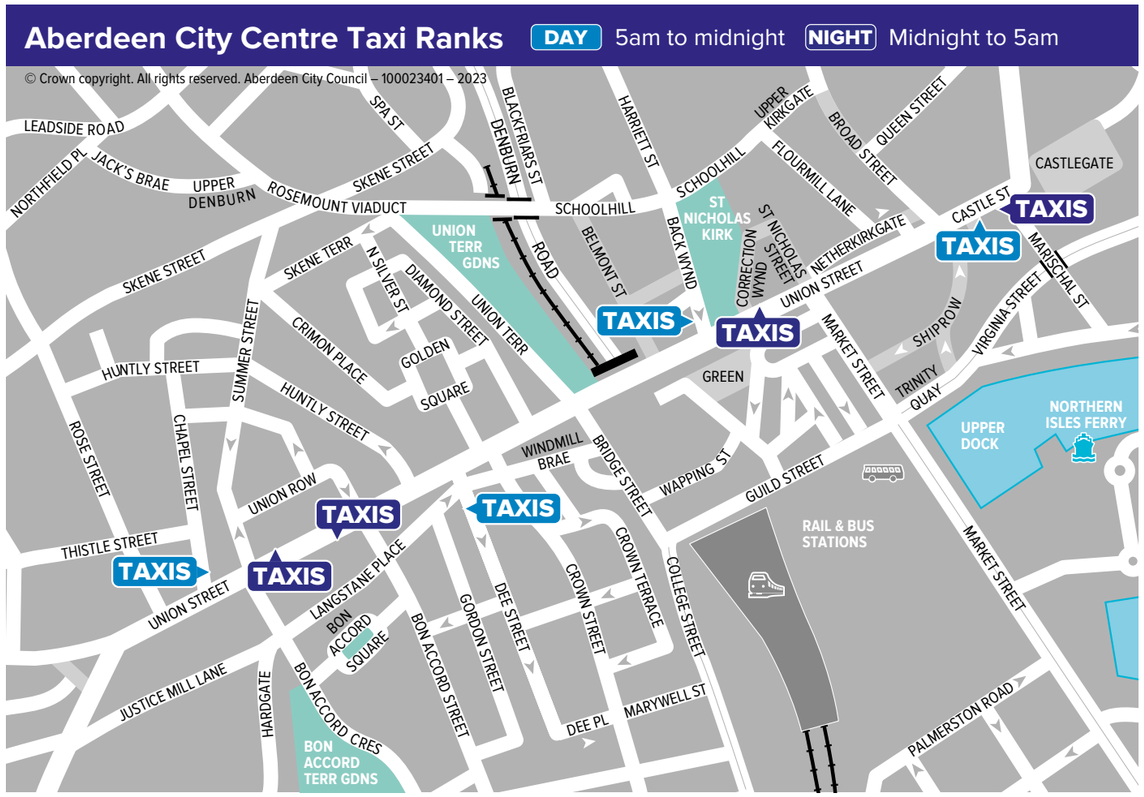
In order to encourage more zero emission taxis, the Council's Licencing Committee agreed to remove the limit on engine size and any means of propulsion is now permitted and is working with Partners to implement this. The Licencing Committee also supports the setting of a date from which petrol and diesel vehicles will not be accepted for the renewal of a taxi or private hire vehicle licence. The date will be set once the required infrastructure is sufficient. The LTS therefore supports the Council working with partners to create the conditions for a switch to zero emission taxis. The Council is also leading by example with its own taxi and private hire contracts, It currently encourages operators to sign the Aberdeen Climate and Nature Pledge and will make this mandatory under contracts being implemented in April 2023.

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

Given the advantages that taxis and private hire vehicles can bring in reducing dependence of the private car, the Council will continue to consider opportunities to still permit taxi access in areas where private cars are restricted, such as bus gates, on a case by case basis.

One challenge Aberdeen is currently facing is an inadequate supply of taxi and private hire vehicles to meet demand. This is something which the LTS should assist in addressing.

Figure 27 – Taxi rank locations in the city



POLICY 13: TAXIS AND PRIVATE HIRE VEHICLES
To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.
ACTIONS
To continue to improve the safety of school and social work transport by implementing best practice procedures stemming from Transport Guidelines issued by the Department for Transport and Transport Scotland.
To continue to monitor the cap on taxi licences and modify if necessary according to demand.
To implement the committee agreed removal of the engine size requirement for taxi and private hire vehicles
To work with operators and stakeholders to continue to ensure that a good supply of accessible taxi and private hire vehicles are available and to explore ways to encourage more taxi and private hire vehicles in Aberdeen
To continue to encourage the shift to zero emission taxis and private hire vehicles by working with funders, taxi operators and EV and hydrogen refuelling operators to increase opportunities for EV and hydrogen-powered taxi and private hire vehicles and set a date for the banning of petrol and diesel fuelled taxis
To ensure the continued successful operation of the Night Time Transport Zone with associated marshals.
To continue to liaise with other hosts, such as the airport and railways stations, to ensure a co-ordinated approach to taxi and private hire provision
To continue to provide taxi licencing and testing facilities and ensure that Council staff have the right skills and training to perform these roles
To continue to explore opportunities, on a case by case basis, to permit taxi access in areas where private cars are restricted on a case by case basis

Topic 14 – Car Sharing

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

Car sharing not only helps to cut congestion and reduce the environmental impact of transport but, for users, it is an easy way of cutting the cost of travel by sharing the bills between a greater number of users. Car sharing can take place informally between neighbours and friends or by joining and finding matches on designed car sharing platforms. Liftshare, who run a platform where members can find people who are travelling a similar journey to them and share with them, estimate that they save their members around £1,000 a year on average. Even if people can't find a match for their whole journey the opportunity to share for even part of it can still be beneficial. Facilities like Park and Ride sites give people a perfect opportunity to access a central location from different directions and then continue the onward journey in a lesser number of vehicles, leaving the others parked.

Promoting car sharing can also be beneficial for workplaces as it removes pressure on and demand for workplace parking. Some companies already offer designated car sharing spaces and a guaranteed ride home for anyone whose car sharing partner is unexpectedly unable to give them a lift home for the homeward journey. Furthermore, for those who cannot drive, the ability to find others who are travelling where they want to go and are willing to take a passenger, can provide another useful means of getting around.

Finally, car sharing can offer benefits to mental health by providing fun social interaction for car sharers who may have otherwise not had the opportunity.

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

POLICY 14: CAR SHARING
Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so
ACTIONS
Continue to promote the benefits of car sharing, not just for the whole but for part of a journey, and the regional car sharing database.
Encourage employers to join the car sharing scheme or set up their own site-specific schemes as an important element of an effective Travel Plan.
Encourage workplaces to introduce preferential car parking spaces for car sharers.

[x] www.getabout.org.uk/getabout-aberdeen-city-and-shire-by/getabout-by-car/

Topic 15 – Car Clubs

Electric Car Club Cars, Queen Street, Aberdeen

Car clubs provide members with pay as you go on-street car rental giving people a real alternative to car ownership. This service is sometimes referred to as “car sharing” in other parts of the world as it allows many members to share one or more vehicles. Vehicles can typically be booked from as little as 30 minutes at a time.

Evidence shows that, in Scotland, each car club vehicle can replace up to 17 private cars[32]. Car club users are also more likely to cycle and take public transport than non-members. There are also emissions benefits as 18% of the current car club fleet are electric, compared with 1% of private cars in the UK, giving people a great opportunity to experience electric vehicles in everyday life. With 53% of car club cars in Scotland under 2 years old, this also helps to ensure that cars have engines that comply with modern Euro standards for emissions. In terms of social benefit, 26% of users said that they would not have been able to make their trip without the car club vehicle, demonstrating the positive impact it can have upon social mobility.

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

The Net Zero Aberdeen Routemap Mobility Strategy, as part of its key outcome to reduce emissions from transport, support a transition to zero-emission vehicles in the general population, through engendering a change in attitudes to car ownership (through providing Car Club and e-bike hire for example) and enabling a shift to alternative fuels, including Electric Vehicles and hydrogen options.

Regionally the RTS contains the action to continue to support and promote shared transport initiatives, including Car Sharing, Car Clubs and bike hire schemes as useful tools to encourage behaviour change and support measures to widen the accessibility of these schemes, for example through provision of wheelchair accessible vehicles.

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

POLICY 15: CAR CLUBS
Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city
ACTIONS
Encourage the development of the Car Club in new locations and developments as part of general rollout and through the planning process.
Continue to support the Car Club by installation of new bays and associated infrastructure.
Continue to lead by example and ensure that Council staff members are utilising the Car Club rather than grey fleet in order to reduce emissions, congestion and reliance on the private car.
Continue to promote the Car Club as a feasible alternative to private car ownership.
Continue to support the Car Club in their roll out of Ultra Low Emission Vehicles (ULEVs).
Continue to enforce car club spaces with Traffic Regulation Orders on the public road.
Continue to work with the car club to encourage innovation within their business and to support trials of new technologies and processes in Aberdeen.
Continue to find ways of supporting vehicles in areas where they would not otherwise be financially viable but bring benefit to communities.
Explore ways to link the car club with other modes of transport.

Topic 16 – Powered Two-Wheelers

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

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

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

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

Motorcycle Safety Strategies
In North East Scotland, a project funded by the Scottish Government in 2021, outlines that “although representing less than 1% of all road users, motorcyclists accounted for 7% of all casualties on Scotland’s roads in 2019. Moreover, data from 2019 shows that across Scotland there has been little reduction in fatal or all serious motorcycle casualties compared to the 2004-08 average”. It is clear therefore that it is important for the Council, as Roads Authority, to continue to work with motorcycle groups, road safety groups and the police to make the use of and conditions for powered two wheelers safer.

With so many different types of powered-two wheeler coming to the market, helped in part by the rise of the online delivery services, it is also important that the Council and responsible partners enforce the use of these powered two wheelers to make sure that powered two wheelers are not used in places where they are not permitted.

POLICY 16: POWERED TWO-WHEELERS
To improve conditions for motorcyclists on Aberdeen's roads, particularly in terms of rider safety and encourage a shift to low carbon vehicles.
ACTIONS
Implement road improvement and road safety schemes to increase the safety of motorcyclists on Aberdeen's roads.
Continue to participate in initiatives such as Operation Zenith to raise awareness of motorcyclist safety.
Ensure there is an adequate supply of motorcycle parking bays in areas where these are most needed.
Explore opportunities to promote zero emission powered two wheelers in the city
Ensure that enforcement of powered-two wheeler usage is undertaken effectively by the Council and partners.

Topic 17 – Zero Emission Vehicles

Craibstone Park and Ride, Aberdeen

Zero-emission vehicles are those which produce zero emissions at the tailpipe. The main two technologies that facilitate this are Battery Electric Vehicles (BEVs), often just referred to as EVs, which are powered entirely by electricity stored in batteries and Fuel Cell Electric Vehicles (FCEVs), powered by Hydrogen. Although hybrid vehicles exist, both in plug-in and non-plug in guises, they are still powered to some extent by a fossil-fuelled engine. The Scottish Government has also confirmed that they will look to phase out sales of new plug-in and full hybrids by 2035 so while they are usually lower emitting than pure petrol and diesel vehicles, they should not be seen as a long term solution.

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

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

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

Figure 28 – Commitments from Scottish Government concerning EVs

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

The Aberdeen Net Zero Mobility Strategy, part of the City's Net Zero Aberdeen Routemap, contains the strategic objective to "Decarbonise transport and increase uptake of low and zero carbon technology. Internally, the Council has already committed to working towards a zero emission fleet by 2025 as part of the Council Climate Change Plan (2021-2025). The Aberdeen Car Club fleet, run by Enterprise under contract with the Council, now incorporates FCEVs and BEVs too.

Both major bus operators in the North East of Scotland are rolling out BEVs and FCEVs on their fleets too with both First and Stagecoach continuing to invest in BEV technology and First in also using FCEVs for their bus fleets in the city.

For EVs, Transport Scotland produced their vision for Scotland's public electric vehicle charging network in 2023, encompassing the following areas in Figure 29.

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

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

ACHES Hydrogen refuelling station, Cove, Aberdeen

In Aberdeen, the number of plug-in vehicles went from 577 at the start of 2020 to 1740 by the end of 2022, showing a huge growth in demand for EVs. To cater for this, the Council has been working with Transport Scotland, The Energy Saving Trust and UK Office for Zero Emission Vehicles since 2012 to roll out public EV charging infrastructure. Between 2020 and 2022 the number of public charge points in Aberdeen has increased from 68 to 93 from 2020 to 2022, many of which are capable of recharging two vehicles at once. Although a large number of these have been installed by the Council, an increasing number of other organisations, including shopping centres, supermarkets, gyms, and petrol filling stations have started installing EV charge points. For new developments, there are now Building Standards requirements in Scotland for charge point provision while the Council has EV chargepoint standards written into the Aberdeen Planning Guidance, which accompanies the Local Development Plan to ensure that EV charging is now built in from the beginning. In terms of long-term planning, the Council adopted Aberdeen's first EV Framework in February 2021. This predicted the number of EV cars and vans likely to be on the road by 2025 and 2030 and looked at the numbers, locations and types of EV infrastructure needed to support this as well as other supporting measures required. The Framework is intended not just for the Council but to encourage other organisations to install EV charging infrastructure. Building on this in 2022, Aberdeen City Council, along with Aberdeenshire and Highland Councils undertook a study to look at how all three Councils could partner with the private sector to increase the size of the charging network with a view to entering into a joint venture in 2023/24. Given that around 49% of properties in Aberdeen have no off-street parking, this will consider both on and off-street charging opportunities.

In terms of hydrogen, the Aberdeen City Region Hydrogen Strategy (2015-2025) contains the following relevant objectives in Figure 30.

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

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

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

Figure 30 – The Aberdeen City Region Hydrogen Strategy objectives

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

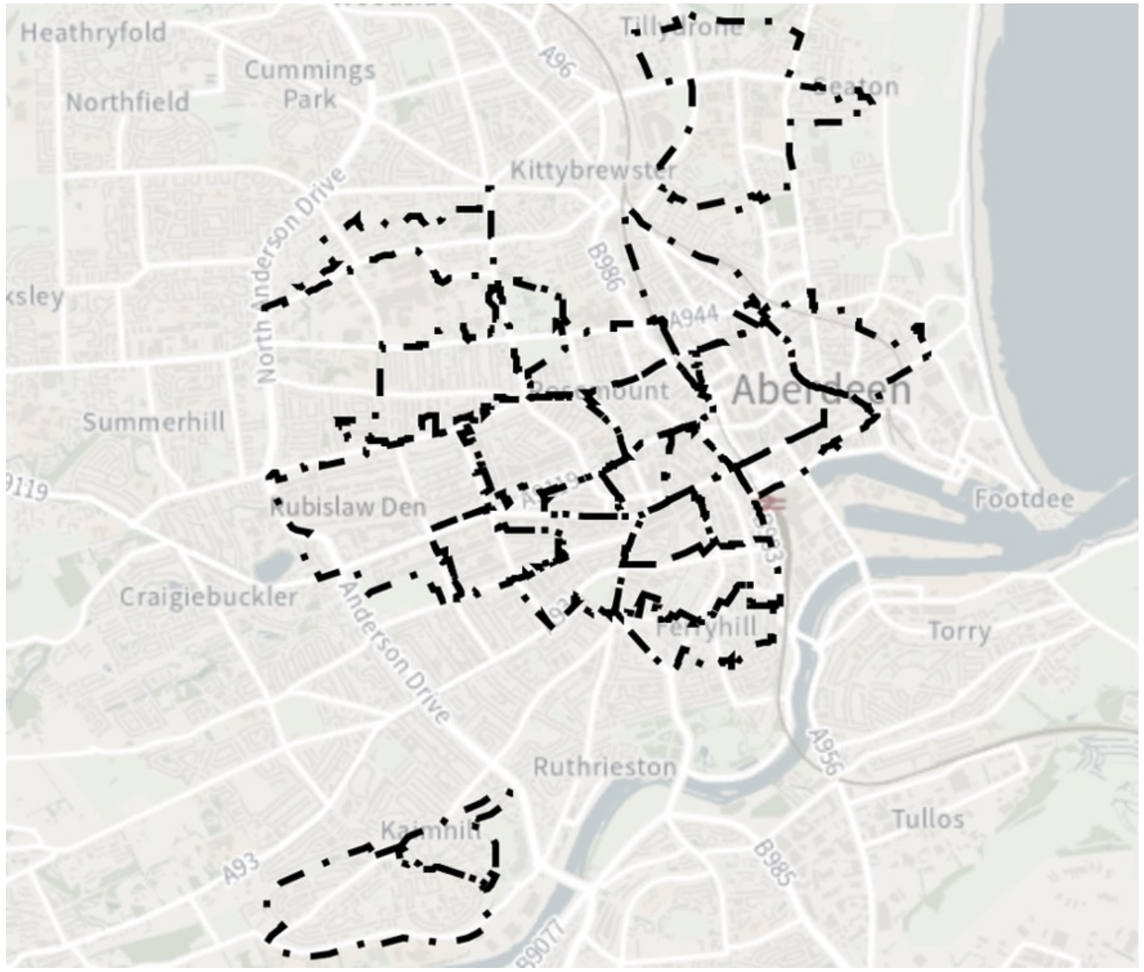
POLICY 17: ZERO EMISSION VEHICLES
In line with National Targets, to lead by example in the Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities
ACTIONS
Continue to develop Aberdeen's Electric Vehicle Charging Network and Hydrogen Refuelling Station Network with Partners.
Encourage installation of both EV and hydrogen refuelling infrastructure in in new developments via planning and building standards requirements, policies and processes.
Encourage and support other organisations in putting in charging infrastructure for staff, customers and general members of the public to use
Encourage the purchase of zero and ultra-low emission vehicles through development of emission reduction measures such as emission based parking charges, Low Emission Zones and additional infrastructure.
Work with Partners to promote the benefits of zero and ultra-low emission vehicles as an alternative to fossil fuels.
Lead by example and utilise zero and ultra-low emission vehicles within the Council's fleet and work with fleet operators to encourage the decarbonisation of goods vehicles, and other corporate fleets, including EcoStars accreditation for organisations
Work with bus companies, and other partners, to lobby for and help access funding to support the transformation to low and zero emission buses and, where appropriate, ensure that a requirements to operate zero or low emissions vehicles are written in to the contracts of any council subsidised services
Work with the city's car club operator to encourage further rollout of electric and hydrogen vehicles and promote them as a great way to try the technology
Continue to promote Aberdeen as a showcase for Hydrogen developments and very much open for zero and ultra-low emission vehicle deployment
Explore, with suppliers, and enable ways to reduce reliance on the grid in order to power zero and ultra-low emission vehicles
Support national initiatives to decarbonise rail, aviation, and maritime sectors.

Topic 18 – Parking

The availability of car parking in the city plays a huge part in the use of the transport network. One of the largest motivating factors for car ownership is the availability of guaranteed parking at the end of a journey. Therefore, control and enforcement of car parking are essential in managing demand, congestion and the environmental impact of the car. In Aberdeen, the City Centre has around 7,000 Private Non-Residential parking spaces and over 13,000 Council owned Pay & Display spaces (around 12,000 on-street and 1,500 in off-street Council car parks). To manage parking demand, the Council has 21 controlled parking zones in the city, where those using them have to pay to park. These zones mainly cover the City Centre, due to the high concentration of trip-generators and subsequent demand there, but extend to other areas too including those to the west of the City Centre, those surrounding the two Universities at Garthdee and Old Aberdeen, the area surrounding the hospital and the area around the business park at Den of Rubislaw. Figure 31 below shows the extent of these. All controlled parking zones that allow public parking, as of 2022, are now covered by pay by phone app.

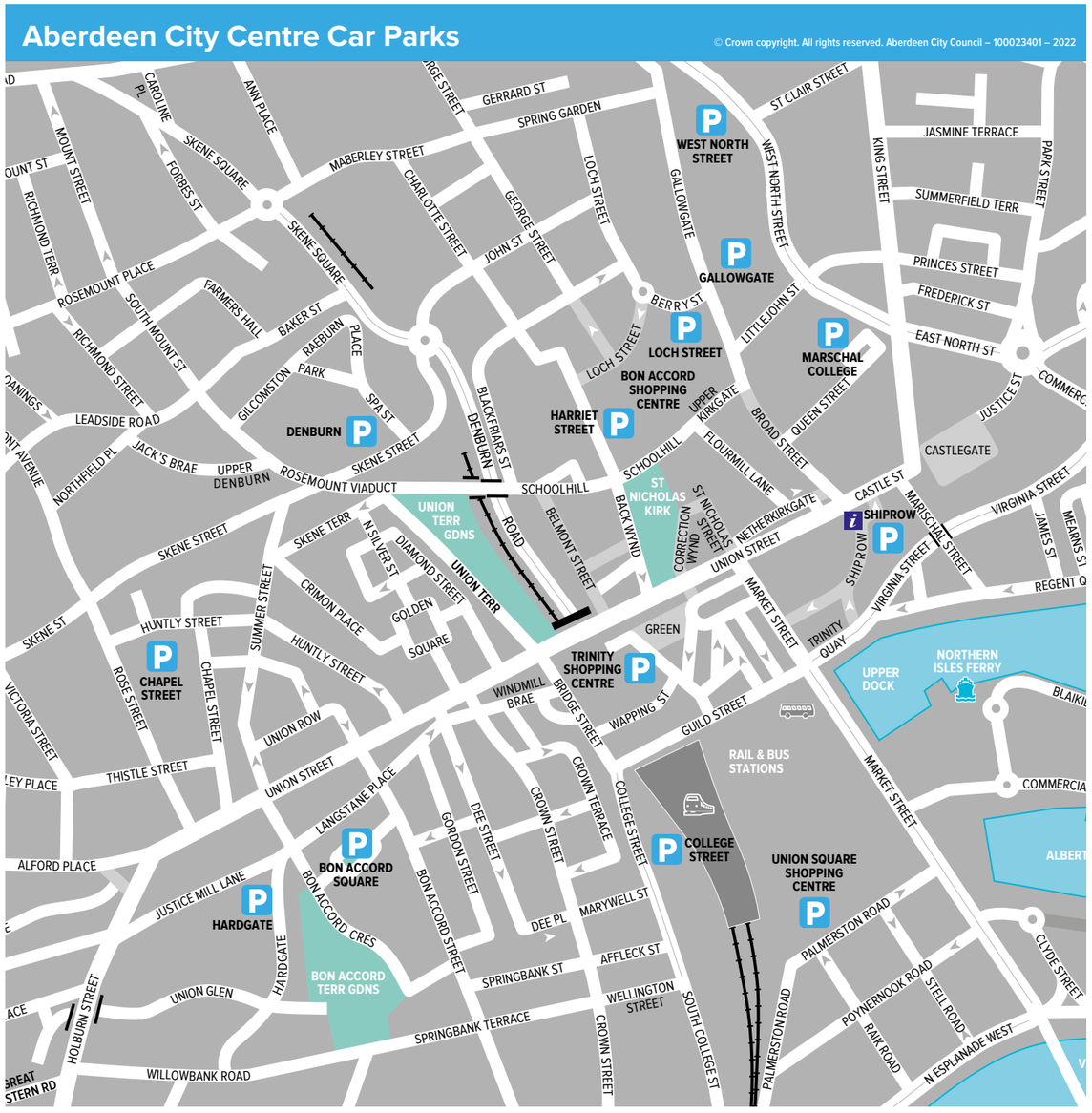
Parking is also controlled by use of physical barriers and also by double and single yellow lines, restricting parking permanently and at certain times respectively.

Figure 31 – Controlled parking zones in Aberdeen



For strategic car parking, while some car parks are operated by the Council others are operated by private entities such as shopping centres and car park management companies. Figure 32 shows a map of the city centre with the main strategic – medium to long term parking – car parks.

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



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

However, parking is about more than just cars. The availability of safe, secure cycle and powered two wheeler parking will help make these modes more attractive to users while designated lorry parking helps to ensure that HGV drivers have appropriate rest facilities and secure places to park. The location of car and coach parking, both located out with the city centre, ensure that the likelihood of non essential trips is also reduced and that space can be prioritised for people above vehicles.

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

Chapel Street Car Park, Aberdeen

Figure 33 – Principles for the Management of Car Parking

Park and Ride: Maximise the potential offered by existing and proposed park and ride sites in order to reduce the overall number of vehicles entering the City Centre
Off-street parking: Maximise the potential offered by existing car park capacity by promoting a ring of car parks around the City Centre, linked to the main transport corridors.
On-street parking: Reduce the provision of this for all vehicles with priority given to short stay parking, essential users, residents and shared vehicles.
New development parking: Apply stricter parking standards within the City Centre boundary to enforce 'zero parking' for new development.
Aberdeen Car Club: The number of conventional as well as electric City Centre car club locations would be increased in order to allow for incidental car use for residents and businesses without the need for car ownership.

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

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

With the new Aberdeen Local Development Plan and the Regional Transport Strategy adopted and work on the refreshed Aberdeen City Centre and Beach masterplans underway, the next stage is to produce an Aberdeen Car Parking Framework, which can further develop the Council's strategic approach to car parking. This will sit under the LTS as a daughter document.

[x] https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=618&MId=6703&Ver=4

POLICY 18: PARKING
To develop a parking regime for Aberdeen that supports the principle of the City Centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities
ACTIONS
Develop a Car Parking Framework for the city covering on and off-street parking and complementing the North East Roads Hierarchy
Encourage a high turnover of spaces, especially in the city centre, by ensuring parking controls, pricing structures and policies do not encourage commuter car parking and instead support short stay retail, leisure and business trips.
Ensure those accessing the city centre by car are directed to the most appropriate strategic car park and then encouraged to make their onward journey by a more sustainable mode
Ensure that the cost and availability of parking is no longer an incentive for car use, relative to cost of public transport.
Encourage shorter trips within the urban area to transfer to walking, cycling and public transport, and longer trips outwith the urban area to utilise Park & Ride.
Minimise the negative impacts of parking on streetscape and ensure the ability of public transport to flow freely on key bus corridors.
Where appropriate, seek to remove on-street parking in order to provide more space for active and sustainable travel
Protect residents' ability to park and load close to their homes by extending Controlled Parking Zones to areas where residential amenity is affected by commuter parking.
Protect businesses, tradespeople, and visitors ability to park and load by management of Controlled Parking Zones
Ensure enforcement of parking and loading restrictions is proactive in order to keep the city moving and without disadvantage to the most vulnerable of users
Facilitate the operation of car clubs, take up of car sharing and environmentally friendly vehicles.
Ensure that parking policies take into account the needs of people with mobility impairments and other disabilities.
Look to further develop the "pay by phone" system for parking
Work with partner organisations and private car park operators using contractual and planning powers to encourage pricing and length of stay regimes in off-street car parks that facilitate shopping and other short/ medium stay activities.
Increase compliance with disabled parking arrangements and reduce fraudulent use of 'blue badges' by the continuation of the temporary blue badge fraud investigation service.
Ensure that parking standards for new developments continue to encourage people to travel by more sustainable means than the private car

Topic 19 – Demand Management

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

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

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

Although there are no road user charges or a workplace parking levy in force in Aberdeen, it could be beneficial to understand whether they would be beneficial to the city and its transport system, particularly given the National commitment to a reduction of car kilometres by 20% by 2030. The Regional Transport Strategy, NESTRANS 2040, also supports the identification of the most appropriate charging regimes in and around Aberdeen, such as Workplace Parking Licensing or other charging options.

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

POLICY 19: DEMAND MANAGEMENT

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

ACTIONS

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

Bedford Road Bus Gate

Topic 20 – Road Improvements

South College Street, Aberdeen

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

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

- new active travel infrastructure, such as walking and cycling routes, cannot safely be incorporated into the existing road carriageway and a separate facility needs to be constructed
- the construction brings benefits to other forms of sustainable transport such as public transport
- new land use developments require transport infrastructure as part of them and require to be linked to the existing transport network
- a new piece of infrastructure needs to be created in order to bring benefits to other parts of the city

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

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

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

POLICY 20: ROAD IMPROVEMENTS
In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options
ACTIONS
Ensure that any proposals for road improvements are only taken forward once it has been evidenced that reducing the need to travel unsustainably, maintaining and safely operating existing assets and making better use of existing capacity will not solve the problem, in line with the National Sustainable Investment Hierarchy
Use traffic models which test scenarios enabling traffic reduction, in line with national and local targets.
Ensure the successful and timely completion of all new road and road improvement projects approved by the Council in the current Non-Housing Capital Programme.
Ensure that proposals for road improvements prioritise the benefits delivered to sustainable modes of transport.
New infrastructure should be constructed so that it minimises future maintenance requirements.
New infrastructure should be constructed so as to minimise its impact on its surroundings and the natural environment

Topic 21 – Trunk Road Network

Trunk Roads are roads which are of strategic importance at National Level for the movement of people and goods around Scotland. While most of the routes around Scotland fall under the control of Local Authorities, trunk roads, like motorways, are under the control of Transport Scotland. Trunk Roads are prefixed with an A number but, unlike local "A-roads" have green backed signs instead of white.

Airport Road, Aberdeen

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

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

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

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

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

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

POLICY 21: TRUNK ROAD NETWORK
Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen
ACTIONS
Support improvements to the A96 and continue to work with the Scottish Government, NESTRANS and Aberdeenshire Council to ensure the completion of these projects .
Continue to lobby Transport Scotland to ensure that the existing dualled section of A96 in Aberdeen is brought up to modern standards and incorporates high quality Non-motorised user provision
Continue to engage with Transport Scotland where connections and improvements to trunk roads, and supporting infrastructure are required as part of new developments
Support the incorporation of appropriate rest and refuelling facilities for drivers using the trunk road network
Continue to press the Scottish Government to ensure that roads that are de-trunked, and transfer to Council ownership, are fit for purpose when passed to the Council and/ or appropriate provision is made to allow the Council to bring them up to an appropriate standard.
Work with Transport Scotland on delivering improvements to the walking and cycling network around trunk roads.

[34]Figures from Transport Scotland

Topic 22 – Aberdeen Western Peripheral Route (AWPR)

One of the most significant changes to the strategic transport network in Aberdeen since the last Local Transport Strategy was written, is the opening of the Aberdeen Western Peripheral Route. Along with the Balmedie to Tipperty Improvement, this has led to 58km of new dual carriageway route being created with the route fully opening in February 2019.

As well as leading to quicker and more reliable journey times for those routing to and from Aberdeen and around the North East of Scotland, especially freight traffic, it has also removed the need for strategic traffic to route through Aberdeen. Data from Transport Scotland shows a reduction of 49-61% in freight traffic using Anderson Drive, formerly the strategic route round the west side of Aberdeen and the journey time from Charleston to Dyce being slashed from around 33 minutes to 16 minutes via the AWPR[34]. This gives the Council a fantastic opportunity to "lock in" the benefits of the AWPR by rethinking the transport network in the city and creating a much more inclusive transport network from the "freed-up" road capacity, no longer required by strategic traffic.

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

Queens Road, Aberdeen

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

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

- It provides opportunities to create more provision for all users on these routes, not just private motorists, making it far more attractive to walk, wheel, cycle and take public transport on them
- it allows the neighbourhoods between the primary routes to serve as destinations themselves with traffic, that once may have routed through them, instead directed to the primary routes making it far easier for people to move around them.

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

Figure 34 – Aberdeen Roads Hierarchy

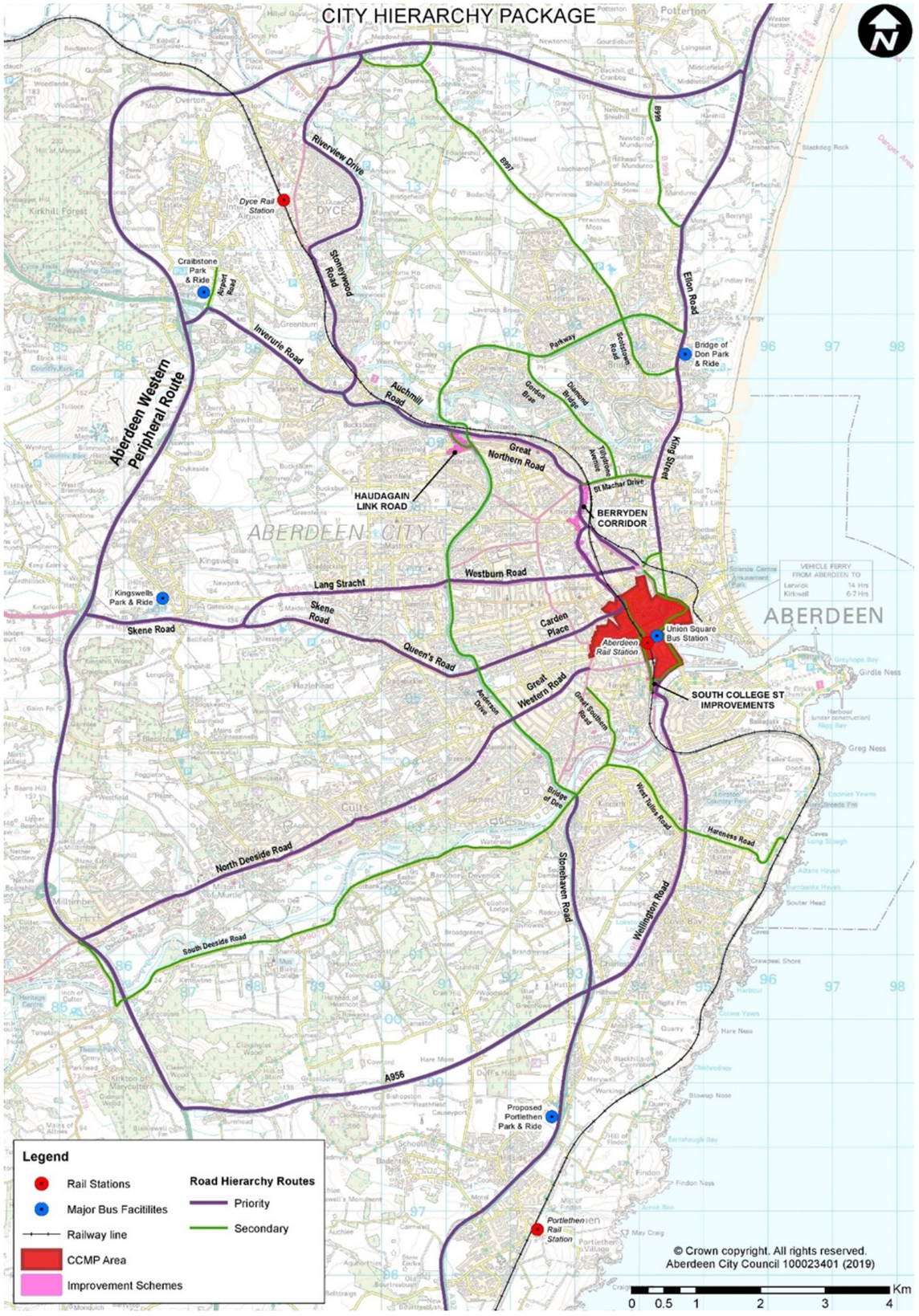


Figure 35 – Multi-modal corridors for study that run through Aberdeen City

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

As well as running through the city, some of these corridors extend to Aberdeenshire, given the interrelationship between Aberdeen City and Shire. A ninth, covering the A92/ A952 north of Ellon to Peterhead and Fraserburgh is also being studied. Given that the main barriers to walking, wheeling and cycling, identified in the Main Issues Consultation for the LTS, are around people's perception of safety, a lack of provision, especially on major routes and, for public transport, a lack of /limited public transport options and unreliable/poor bus services, the outcomes of these studies could make a huge difference by identifying the best ways to provide these facilities and better provide for all users of the transport network.

The AWPR also helps to make access to transport hubs, such as park and ride sites, far easier. Both Craibstone and Kingswells Park and Rides can now be easily accessed from the AWPR, as well as their respective radial routes, making it much easier for people to quickly access these sites and have the opportunity to park on the edge of the city and make their onward journey by another mode. This could bring particular benefit to those travelling into the city from more rural areas whose public transport options from their journey start point are limited. Park and Ride is covered further in Topic 9

POLICY 22: ABERDEEN WESTERN PERIPHERAL ROUTE
To continue to "lock in" the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the City Centre to function as a destination rather than a through route.
ACTIONS
Continue to ensure that strategic traffic is routed around Aberdeen, using the AWPR rather than through it
Continue to implement the North East Scotland Roads Hierarchy to encourage people and goods to route into Aberdeen by the most appropriate routes and the city centre to become a destination
Substantially improve provision for public transport and active travel on key radial corridors, in line with the recommendations and findings of the multi-modal corridor studies
Make use of VMS, GIS, APPs and other mapping software to provide real time travel information and encourage users to route around and access the city by the most appropriate means
Continue to provide, enhance and promote interchange points along the route of the AWPR to encourage users to park on the edge of the city and route to and from the city centre by a more sustainable means
Continue to identify further measures to 'lock in' the benefits of the AWPR

Topic 23 – Shipping and Ferry Services

Ferry Terminal, Port of Aberdeen

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

Busy with both freight and passenger boats, with ferry connections to Orkney and Shetland, in 2021 it handled over 3.3million tonnes of cargo, while over 110,000 ferry passengers passed through it[35].

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

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

As part of the most recent Scottish National Planning Framework (NPF4), adopted in February 2023, Aberdeen Harbour has been identified as a "National Development" which supports the continued relocation and repurposing of Aberdeen Harbour. The designation identifies that the harbour is a strategically important asset supporting the economy of the North East of Scotland and that the south harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services with a focus on regenerating existing industrial land and reorganising land use around the harbour. As part of this the Aberdeen Local Development Plan (2022) designates the adjacent land as an Energy Transition Zone (ETZ). Therefore, the port facilities and their surrounds are not just an important transport asset in themselves but their connection to the wider transport network is also of great importance. Through the City Region Deal, signed in 2016, a project to develop external transport links to Aberdeen South Harbour is being implemented, which will include a better road link to the site. Improved active travel links between the new harbour and the city are also being taken forward as part of the planning conditions of the new harbour while there are opportunities to link in with rail freight facilities at Craiginches.

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

[35] www.portofaberdeen.co.uk/

pedestrian wayfinding between the ferry terminal and the main bus and train station while some services for the 727 bus, which links through the city between the airport, AECC and bus station, also link on to the ferry terminal too. However, the Council continues to support the enabling of even greater links between the harbour, the City Centre and the main bus and rail stations.

NESTRANS, the Regional Transport Partnership, continue to facilitate the North East Freight Forum, providing a voice for freight interests and a means of enabling dialogue between business and decision-makers.

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

POLICY 23: SHIPPING AND FERRY SERVICES
To work with partners to ensure that Aberdeen's harbours remain world class, able to grow their National and International trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users
ACTIONS
Support measures to improve accessibility to Aberdeen Harbour for passengers and freight, encouraging access by sustainable means. Particular attention should be given to links between the ferry, bus and rail terminals and the city centre.
Support Aberdeen Harbour Board in the development of Aberdeen South Harbour at Nigg Bay, including identification of infrastructure required to ensure the Nigg site is viable.
Work with partners to take forward access improvements for freight and passengers to Nigg Bay including measures to encourage sustainable and active travel to and from the site
Support NESTRANS to deliver their proposals within the RTS as part of their Connections by Sea proposals for action.
Support and encourage measures which see the reduction of emissions from the harbour, its operations and supporting infrastructure

Topic 24 – Air Services

Opened in 1934, Aberdeen Airport serves 30 destinations including several hub airports which offer onward travel to even more locations. Figures from operator AGS reveal that in 2019, 2.9 million passengers used the airport. However, as well as catering for aeroplanes, a large part of the airport's business is to service the oil and offshore industries. NATS Holdings, formerly National Air Traffic Services, in 2019 confirmed Aberdeen as the World's busiest commercial heliport, handling around 500,000 passengers per year and more than 150 helicopters per day. Given that the airport is such a key resource, not just for servicing Aberdeen's offshore economy but in bringing business and leisure visitors to the city, the Council supports further development of the airport. The importance of the airport in bringing people into the city to access health services is also considerable

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

Airport Road, Aberdeen

Regarding future plans, NESTRANS and Aberdeen City Council are keen to work with the airport to develop a Surface Access Strategy to look to improve access to the airport by all modes. Given the strategic nature of the airport to the north east, NESTRANS, the Regional Transport Partnership, continues to attend the Airport Consultative Committee who oversee this work. The Council supports this work and is keen to see these connections improved, especially around opportunities to link the airport to Dyce Railway Station. Although, due to cost and technical feasibility, a direct rail link to the terminal building is unlikely to be possible, the Council would be supportive of exploring other opportunities to link the two using effective sustainable transport. Opportunities to better link the airport may also be identified through the A96 Multi-modal corridor study, commissioned by the Council in 2021, and the Aberdeen Rapid Transit (ART) project.

The Scottish Government has pledged to decarbonise scheduled flights within Scotland by 2040[36]. In 2020, Aberdeen International Airport achieved carbon neutrality status for the emissions under its direct control (Scopes 1 and 2) and aims to achieve net zero carbon for direct emissions by the mid-2030s[37].

POLICY 24: AIR SERVICES
To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.
ACTIONS
Support the future growth and extension of Aberdeen International Airport.
Support NESTRANS to deliver their aspirations for frequency of services and support for key aviation routes as part of the RTS.
Continue to improve surface access to the Airport by all modes of transport.
Support Aberdeen International Airport in delivering an up to date Surface Access Strategy to ensure commitment to improving modal choice to/from the airport.
Use the findings from the A96 and A947 Multi-Modal corridor studies to inform future access to the airport

[36] www.transport.gov.scot/our-approach/mission-zero-for-transport/
[37] www.aberdeenairport.com/about-us/community-matters/sustainability/

Topic 25 – Freight

Raik Road, Aberdeen

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

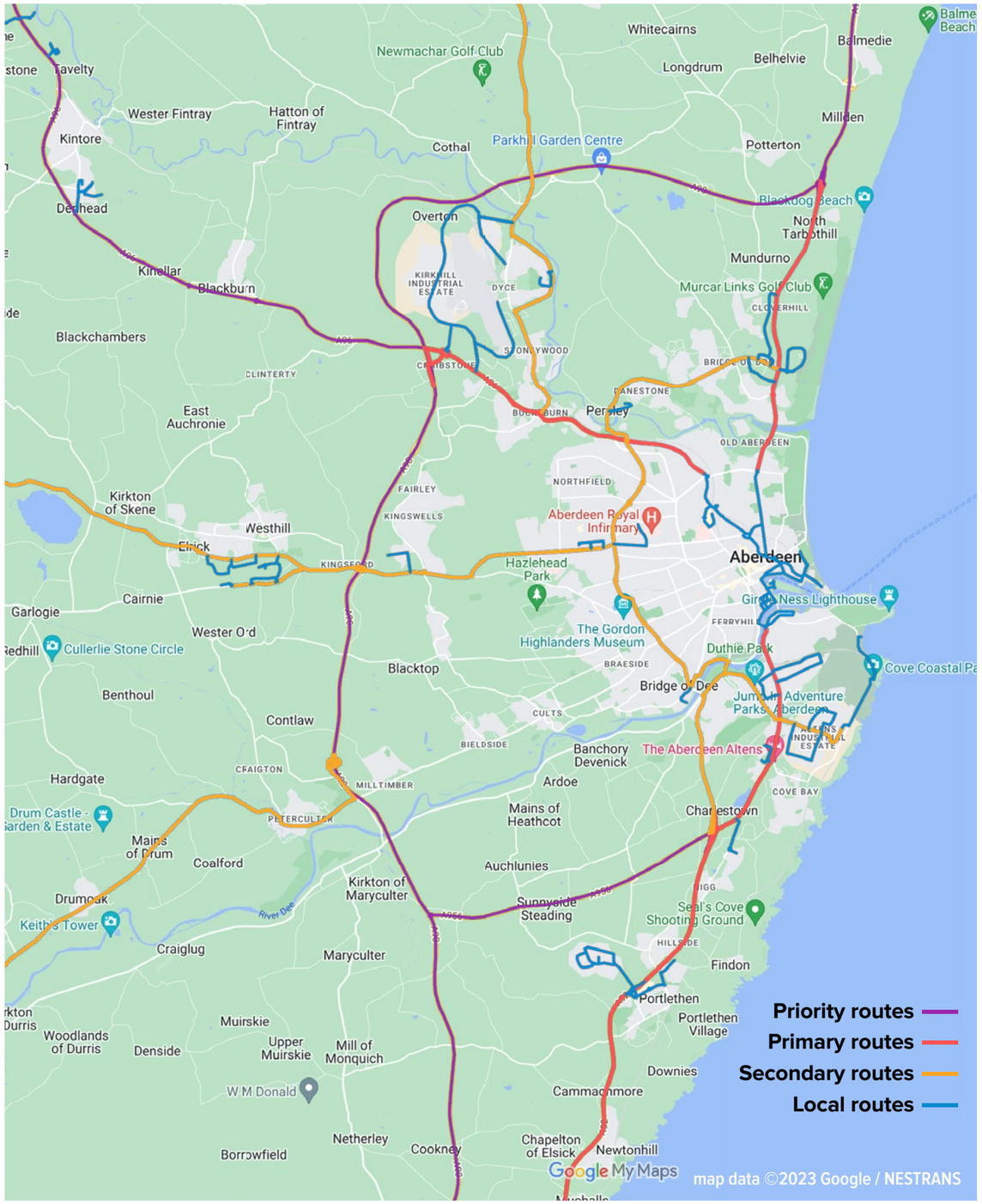
The opening of the Aberdeen Western Peripheral Route has made a huge difference to the transport of road-based freight, making it much easier and quicker to route around Aberdeen but also between its industrial areas at Tullos and Altens in the south and Dyce to the north west. However, given that Aberdeen has two harbours and some large industrial concentrations around Stoneywood and Bridge of Don, as well as Altens, Tullos and Dyce, there are still considerable freight movements to service these, as well as the city centre, other main workplaces and retail facilities. Furthermore, the proposals to develop an Energy Transition Zone (ETZ) close to the new south harbour are likely to lead to even more demand for freight movements to and from this area.

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

To enable a freight network for the north east of Scotland that is both economically competitive and sustainable, and that supports a greener, healthier environment for both communities and operators.

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

Figure 36 – Freight Routeing Map



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

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

- Raiths Farm in Dyce;
- Waterloo Quay with direct access to Aberdeen Harbour; and
- Craiginches, south of Aberdeen City Centre and close to the new South Harbour.

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

The ability to consider other methods of servicing, using smaller, more environmentally friendly vehicles is also supported. The increasing development and availability of plug in and hydrogen powered goods vehicles will assist with this. Furthermore, NESTRANS, together with Aberdeen City Council, received funding from the Scottish Government Low Emission Zone grant fund to deliver a Cargo Bikes trial in and around Aberdeen city centre, which will provide businesses with a range of three-wheel or two-wheel electric cargo bikes to enable local deliveries without the need for a van.

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

POLICY 25: FREIGHT
To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.
ACTIONS
Implement elements of the NESTRANS Freight Action Plan including actions related to addressing congestion, consideration of traffic management in local areas, providing real time routing information, cleaner fleet schemes, reducing incidents between vulnerable uses and access delivery
Continue to encourage the transfer of freight from road to more sustainable modes such as rail and sea.
Seek to minimise HGV use of minor roads through implementing the North East Scotland Roads Hierarchy Study and findings of multi-modal corridor studies
Encourage road freight, not destined for or originating in Aberdeen, to use the AWPR rather than route through the city
Encourage the use of alternative vehicles and fuelled technology for making deliveries in the city

Topic 26 – Travel Awareness and Information

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

It is also important to consider the type of customer that the information will reach and the best way to do this.

Advances in technology have really changed the way in which people are able to access information and, as phone, internet, tablet and connectivity technologies continue to improve, more and more people are looking to access information online. Therefore, the provision of information through websites but also apps and social media are a great way to reach audiences. However, it is important to consider that, while the demand for online resources is growing and it is a great way to engage especially with a younger generation, not everyone is able or willing to use online formats so dispensing information by other means to hit these audiences is essential.

In 2009, the Council, along with NESTRANS, Aberdeenshire Council, NHS Grampian, University of Aberdeen, Robert Gordon University and the Energy Saving Trust formed the Getabout partnership. As well as encouraging these partners to work together to enable and promote the benefits of sustainable travel,

Getabout[38] is a "one stop shop" for sustainable transport information for people in the North East of Scotland. By pulling all this information together under one brand, with the Council's name attached, it not only makes it far easier for people to find everything in the one place but it also adds credibility to the source with it being backed by a large, well known organisation.

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

Given that a huge section of the market are drivers, much of the Getabout promotion also takes place in places that reach them such as radio adverts, bus adverts and bus shelter adverts while the partnership also takes part in and hosts physical events where people can come along in person and find out more.

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

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

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

[38] www.getabout.org.uk

POLICY 26: TRAVEL AWARENESS AND INFORMATION
With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network
ACTIONS
Continue to work with partners to provide a "one stop shop" for sustainable transport information in the form of the Getabout partnership and engage with people through Events, publicity campaigns and social media
Support and further investigate the use of smart travel apps as a means of as a means of making people aware of travel information and modes in the city
Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience
Work with partners to encourage sustainable commuting with competitive initiatives and "gamification" such as a Commuter Challenge, encouraging individual businesses to aim for net zero commutes.
Continue to gather data to monitor usage of the transport network and the opinions of users of it and use this to inform future improvements to it. Identify and fill any data gaps.

Topic 27 – Land Use Planning

New housing development at Cloverhill, Aberdeen

The role of transport and land use are very closely interrelated. The National Planning Framework for Scotland (NPF4), adopted in 2023, contains the following principles for new developments which Councils must take account of in their Local Development Plans (LDPs), shown in Figure 37

Figure 37 – Principles within NPF4

PRINCIPLES WITHIN NPF4
Plans should prioritise locations for future development that can be accessed by sustainable modes.
Plans should promote a place-based approach to consider how to reduce car-dominance.
Plans should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverables.

NPF4 also introduces two other key concepts shown in Figure 38

Figure 38 – Two key concepts in NPF4

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

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

Locally, the Aberdeen Local Development Plan, adopted in 2023, has the policies of relevance to transport.

Transport Guidance, relevant to land use is also available as part of the Aberdeen Planning Guidance and the Local development Plan. The importance of using Developer Obligations, to ensure that developers can fund schemes to minimise and mitigate the transport impact of their developments, is a key part of this too.

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

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

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

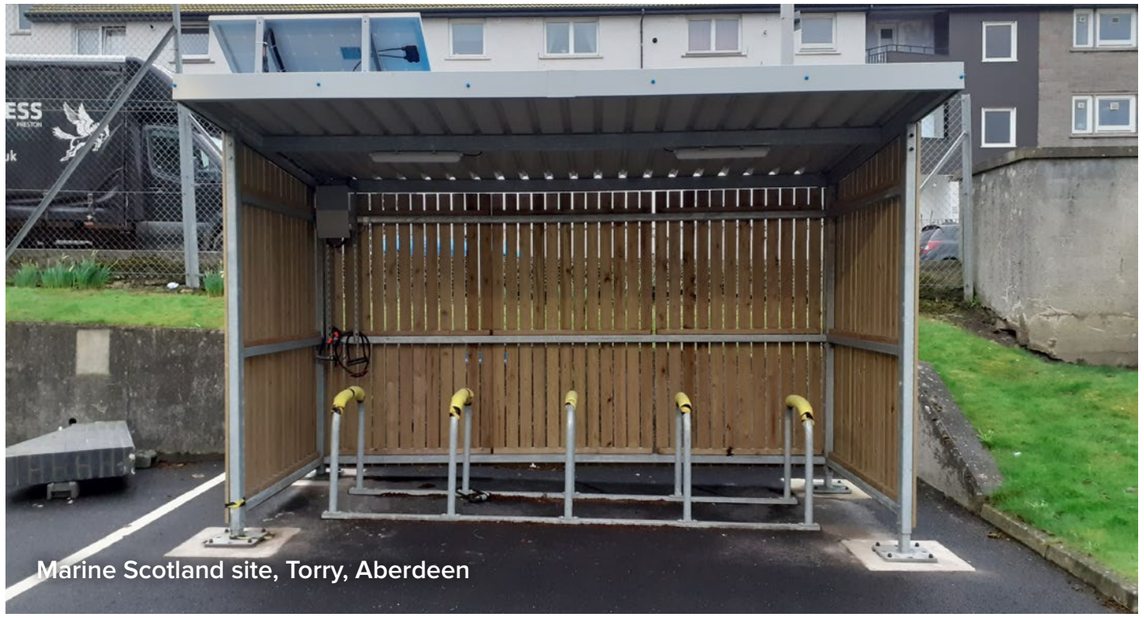
The need to ensure an "infrastructure first" approach is very important, both to make sure that development is cited in places which are already well served by the transport network but also to ensure that improvements to the transport network are put in place early to enable efficient movement of people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

It is also essential that the Council leads by example in designing its own developments to reduce the need for travel and equipping them with the necessary facilities to ensure that people are able to move around without depending on the private car. Having a contract in place with both car club and bike hire providers can help with this. The car club in particular already forms part of the Development Management process where, in lieu of parking, developers can still give people access to a car through car club contributions. Evidence suggests that one car club car can replace up to 17 private cars[39].

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

POLICY 27: LAND USE PLANNING
To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.
ACTIONS
Ensure that new developments are accessible by a range of modes of transport and prioritise access and permeability by sustainable modes.
Encourage movement within and between developments which supports the Local Living concept and discourages travel by private car
Ensure that all new developments demonstrate that sufficient measures have been taken to minimise traffic generation through Transport Assessments, Travel Plans and Travel Packs and appropriate on-site measures.
Require developers to contribute towards appropriate off-site transport measures, particularly where new development is adding further pressure to the transport network.
Ensure maximum car parking standards are not exceeded in all new developments and provide people with alternatives to owning a car.
Encourage implementation of Home Zones and low/no car housing where appropriate.
Encourage development of brownfield sites and mixed use communities in recognition of their ability to reduce travel distances.
In the case of several individual developments taking place in an area over a period of years, use Masterplans to ensure appropriate infrastructure and services, including transport, are provided for the whole development area.
Ensure that the Transport Policies and Guidance within the Local Development Plan facilitate the sustainable movement of people and goods, support efficient land use and match the vision, objectives, policies and actions in the LTS
Investigate ways to improve sustainable transport connections to existing key destinations such as the Beach and TECA
Examine options that will connect new housing developments with existing and future employment areas and other significant trip generators.

Topic 28 – Travel Plans



Marine Scotland site, Torry, Aberdeen

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

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

In its Regional Transport Strategy, NESTRANS 2040, NESTRANS encourage and support more organisations to develop and implement travel plans, including workplaces and schools across the region.

The Aberdeen Local Development Plan requires significant developments to prepare a Travel Plan in support of an application for planning permission. This should outline measures to ensure the site is accessible by a range of transport modes, rather than just by car. These can include (but are not limited to) ensuring the internal layout of the development facilitates walking and cycling and/or has been designed with public transport penetration in mind; installing secure bicycle parking, maintenance facilities and shower and changing facilities on-site; subsidising a bus service for an agreed period; implementing dedicated car share spaces onsite and installing charge points for plug-in vehicles. For residential accessible developments, developers are urged to prepare a Residential Travel Pack for new homeowners and tenants to make them aware of the opportunities for active and sustainable travel in the area, and to supply new residents with the information they need to make informed choices about how they travel, such as providing local walking and cycle maps, public transport timetables, etc. In other new developments this will take a similar format so that all staff are aware of how to travel to the site by all modes.

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

Travel Plans are also encouraged for existing sites looking to minimise their impact on the local area and to improve the health and wellbeing of those using the site. An important element of travel planning is reducing the need to travel in the first place. This is becoming increasingly possible with new technology allowing employees to work from home or in remote locations and to attend meetings or conduct conversations over the web, rather than requiring interaction between participants at the same location.

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

Significant resources exist to assist people in developing travel plans. The Getabout partnership website[40], of which the Council is a partner, contains helpful information, including links to the National Travelknowhow Travel Plan builder. NESTRANS also launched the Sustainable Travel Grant to help organisations promote and encourage active and sustainable travel with a fund. More details can be found here www.nestrans.org.uk/funding/

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

[40] www.getabout.org.uk

Topic 29 – City Centre and Beach

Union Terrace Gardens

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

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

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

So far implemented improvements include Broad Street, Union Terrace Gardens and the Art Gallery, all of which include improved public realm, making it much easier for people to move around on foot, and create opportunities for cycling and public transport too.

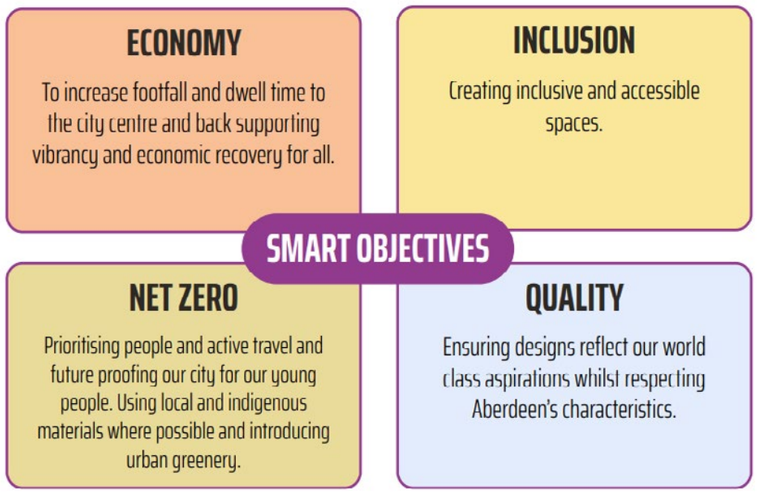
In 2021, a Review of the CCMP was held to consider a Beach Masterplan alongside the City Centre Masterplan in order for the two to be better linked and considered together as an entity. The City Centre and Beach Masterplan was approved in August 2022.

The review focused around the projects in Figure 41 overleaf

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

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

Figure 42: Objectives for City Centre and Beach Masterplan Projects



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

As well as reducing traffic and giving more space to people, another key concern for the plan is the treatment of parking. A strategic car parking review for Aberdeen, undertaken in 2016, identified that the off-street car parking provision, which serves the city centre, is both well located and sufficient in capacity to meet the demand while more efficient use of Park and Ride facilities on the outskirts of the city centre can support this. Therefore, as part of the North East Roads Hierarchy Study and Multi-modal corridor studies on the main radial routes, it is proposed that people accessing the city are first directed to park and ride sites, incentivised by free parking and an improved public transport offering and, beyond this, are taken along the radial routes to the most appropriate strategic car park. On-street parking will be reserved for short stay, disabled and residential parking. To further reduce demand for on-street parking, well placed car club cars can provide a real alternative to car ownership. This will allow the Council to remove on-street parking in many areas, giving more space over to people.

As already outlined, a better walking environment has been shown to deliver benefits to the economy too. The Pedestrian Pound report (2018)[41], demonstrates that on streets where the pedestrian experience has been improved, footfall is shown to increase by 20-35 per cent, bucking a 22 per cent decline in footfall across the UK between 2007-2017. It also shows that when streets are regenerated to boost walking, there is a corresponding impact on turnover, property values and rental yields. For well-designed projects, sales can increase by 30 per cent or more when footfall is boosted. This will also be a key consideration in encouraging more people to live in the city centre, something which the Local Development Plan and City Centre and Beach Masterplan look to encourage.

POLICY 29: CITY CENTRE AND BEACH
Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.
ACTIONS
Adopt the transport elements of the refreshed City Centre Masterplan and Beach Masterplans with particular emphasis on improving active travel and public transport links between the City Centre and Beach and between North Dee and George Street
Increase the pedestrian experience in the core City Centre area and increase space for those walking, wheeling and cycling
Improve access to the City Centre and facilitate interchange points to allow people to travel into the City Centre by the most sustainable modes
Increase space for other uses (e.g. street cafes, events).
Reduce the detrimental impact of motor vehicles on the City Centre and Beach environment.
With partners, explore and implement ways to increase City Centre footfall without detrimental impacts on congestion and air quality
Ensure that City Centre residents still have access to transport choices without the need to own a private car
Encourage deliveries to be made to the City Centre and Beach without detrimental impact on congestion and air quality

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

Topic 30 – Biodiversity and Green Space

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

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

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

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

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

Shell Path, Kincorth

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

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

Improving access to Blue-Green Infrastructure is also key. Blue-green infrastructure refers to the use of blue elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, and green elements, such as trees, forests, fields and parks, in urban and land-use planning. The LTS should facilitate not only access to them but also through. The Aberdeen Open Space Strategy backs this up with an objective to "Improve Access to and Within Open Spaces. More widely, the Aberdeen City Green Space Network (GSN) enhances, improves and links various habitats and species. The GSN takes into account the Core Paths Plan for the City to enhance access to the City's landscape, countryside and wildlife, while at the same time providing opportunities for healthy recreation. Access to good quality green-blue infrastructure is linked to improved physical health and mental wellbeing, a reduction in chronic stress, reduced obesity and better concentration[42].

In considering the environmental impact of this LTS both a Strategic Environmental Assessment and Habitats Regulation Assessment have been carried out to ensure that the Vision, Objectives and Policies proposed consider their impacts on both species and the environment.

POLICY 30: BIODIVERSITY AND GREEN SPACE
Improve accessibility to open spaces in Aberdeen and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.
ACTIONS
Take opportunities to improve and create new habitats as part of transport improvement and maintenance schemes.
Changes to transport infrastructure should not only respect the character of all landscapes and reduce the negative effects of transport upon them but should also protect,conserve and enhance wildlife, habitats and landscapes.
Integrate the LTS with other strategies and actions contained within the Open Space Strategy, Nature Conservation, Net Zero Aberdeen Natural Environment Strategy, and Tree and Woodland Strategic Implementation Plan
Ensure access to green space is enabled and in ways which encourage the usage of active and sustainable transport to get there
Support national commitment locally to halt biodiversity loss by 2030
Add to, utilise and link to blue and green infrastructure as part of transport improvement schemes

Topic 31 – Traffic Management and Road Safety

Both Road Safety and Traffic Management are key to the successful operation of the transport network. For safety, perception of safety is just as important as the actual safety features which are built in and giving users confidence, both in physically providing safe features but also via education is very important. For traffic management, this is integral to manage the demand for the transport network and ensure that traffic is not enabled at the expense of people, the environment and local businesses.

The Council has a statutory duty under the '1988 Road Traffic Act – Section 39' to investigate, design and promote engineering and education measures as well as giving road safety advice and information to people. In 2023, the Council produced its Road Safety Plan (2023-2030) to reflect the aspirations and targets in Scotland's Road Safety Framework to 2030, and to outline progress against these. This includes a target of "Vision Zero", where there are zero fatalities and injuries on Scotland's roads by 2050. Figure 43 shows the vision and targets for the document to 2030.

[42]Woods for Health, Scottish Forestry

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

VISION – FOR SCOTLAND TO HAVE THE BEST ROAD SAFETY PERFORMANCE IN THE WORLD BY 2030.	
50% reduction in people killed by 2030	60% reduction in children (aged <16) killed by 2030
50% reduction in people seriously injured by 2030	60% reduction in children (aged <16) seriously injured by 2030

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

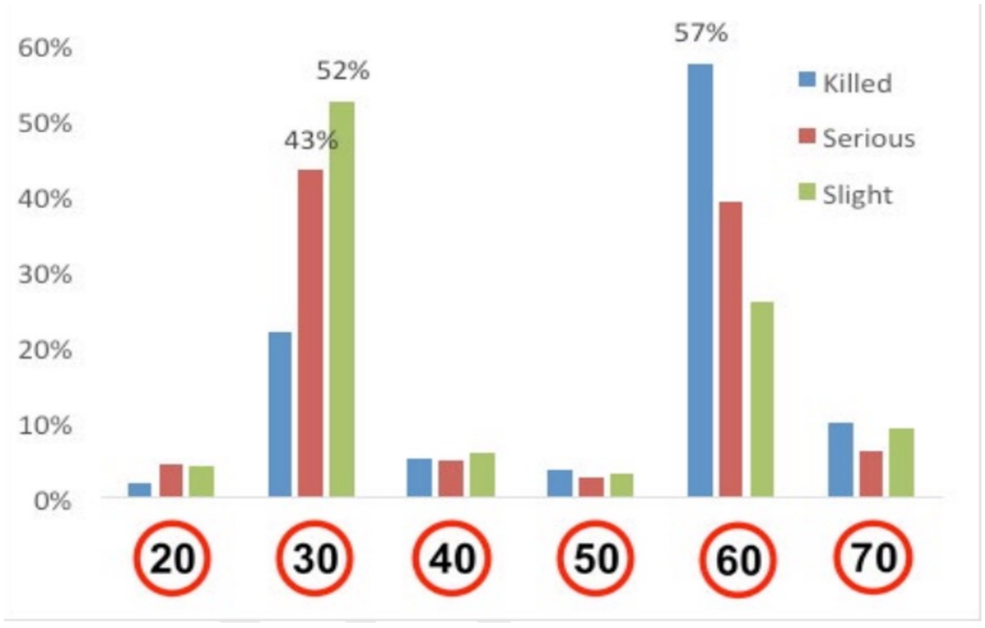
This shows that the city is already meeting or is on course to meet the targets set to 2030.

Figure 45 below, from Scotland's Road Safety Framework, shows severity of accident by speed at which it took place.

Figure 44 – Aberdeen City's performance against the target

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

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



King Street, Aberdeen

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

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

Cycling is the mode of transport which people highlighted the most safety concern about in the LTS Main Issues Consultation, backed up by the results of the WACI where only 40% of woman and 42% of men thought cycling safety was good. The Road Safety Plan (2023-2030) found that almost 75% of Cycling Collisions are caused by other drivers with around 25% being caused by Cyclist themselves. The Council is already trying to improve this with Bikeability training and I Bike Officers working in schools as well as the I Bike communities project. However it is clear that more safe cycling infrastructure is the most likely method to make a big difference. In terms of general safety, the Council also offers Road Safety education in schools.

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

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

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

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

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

Bridge Street, Aberdeen

Traffic management will be key to the success of the LTS and especially the aspirations around the multi-modal corridors where the need to concentrate traffic movement on to the most appropriate corridors to allow residential areas between to function as safe spaces, is a key aspiration. In addition, meeting the City Centre and Beach Masterplan aspirations of giving more space to people in the core areas, directing cars to the most appropriate car park, yet still allowing the movement of active travel, public transport and service users cannot work without traffic management. A mixture of engineering, signage and information will be key.

To enable road safety and traffic management to take place, the importance of creating traffic orders, either temporary or permanent, to make sure that any interventions can be enforced is also key. This will be developed further in the enforcement section below (Topic 32)

POLICY 31: TRAFFIC MANAGEMENT AND ROAD SAFETY
To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.
ACTIONS
Continue to work with Partners to deliver the Road Safety Plan ambition of 50% reduction in people killed and 50% reduction in people seriously injured by 2030 and 60% reduction of under 16s killed and 60% reduction in under 16s seriously injured by 2030
Continue to implement a combination of encouragement, enforcement, education and engineering measures to improve road safety and reduce casualty levels for all groups across the City.
Continue to implement road safety improvements including traffic calming schemes and 20mph zones in order to reduce speeds aimed at minimising casualties and ensure that such schemes improve safety and encourage more pedestrians and cyclists.
Investigate the implementation of Traffic-Free Zones and Low Traffic Neighbourhoods, to protect residential amenity, reduce noise and air pollution and the impact of traffic on communities.
Continue to undertake an annual collision scan to identify hotspots or routes giving concern and from that do more in-depth analysis of all categories of accidents and users, and then determine whether traffic management interventions are appropriate.
Continue to ensure that infrastructure improvements are taken forward which encourage all abilities of user of active and sustainable travel to feel safe in using it
Continue to use the Council website, social media and literature to promote the importance of all transport network users being respectful to each other and ensuring that vulnerable road users are protected

Topic 32 – Enforcement

As important as it is to make sure that the right infrastructure is in place to allow the efficient movement of people and goods around the city, it will only be effective if people are able to use it properly. Therefore, enforcement is important to ensure the proper management of the transport network and allow it to operate to its best abilities.

Although most of the enforcement of the public road network is undertaken by Police Scotland, such as speed, licensing, fitness to operate vehicles and safe usage of the public roads, some areas of enforcement fall to the Council while railways fall to the British Transport Police.

Enforcement associated with car and van use is one of the major areas. Vehicles parked in areas for longer than is permitted can undermine the ability of people to access areas, especially the facilities of the city centre. Parking in restricted areas, usually restricted for designated users or for safety purposes, can cause safety issues and cause disruption to users of the transport network, leading to greater journey times and environmental issues. Plus, given that most obstructions occur at the kerbside or on footways, it can adversely affect walking and wheeling journeys, especially for those with mobility issues and undermine the attractiveness of cycling.

Car parking is currently decriminalised in Aberdeen so responsibility for its enforcement rests with the Council. Therefore creating traffic regulation orders is essential to allow any restrictions to be fully enforced and provide a disincentive, such as a fine or vehicle removal, for users to go against them. The Transport (Scotland) Act 2019 gives new powers to Councils around the enforcement of pavement parking. This will help to improve the situations outlined above.

One particular area of concern is parking by those dropping off and picking up children immediately outside schools, an issue which requires constant enforcement and driver education, such as through the School Travel Planning process. The problem has been deemed as a high priority by the Community Safety Partnership with Police Scotland and City Wardens patrolling schools to ensure that indiscriminate parking is addressed. There is also a role for traffic management through implementation of no car zones or safe school zones outside schools, footway widening, safe crossings and other self-enforcing measures to improve safety around schools and encourage active travel.

Misuse of blue badges, which allow those with mobility issues to park in restricted areas, requires action and the Council will ensure the investigation service continues to reduce fraudulent usage.

Bus lane enforcement is also now the responsibility of the City Council rather than Police Scotland. Several digital cameras have been installed on strategic routes across the city to tackle the growing problem of illegal use of the bus lanes. The main objectives are to improve traffic flow, journey times, encourage the use of public transport, and improve air quality in the city. However, given that cyclists are also able to use bus lanes, this will bring benefit to them too. Any surplus monies received from bus lane enforcement are allocated towards achieving LTS objectives and delivering LTS actions. It is also recognised that stopping in bus lanes in sensitive locations can significantly affect the flow of traffic. As such the Council will explore additional legislation to ensure greater enforcement of the urban clearway principle with strict 'no stopping' regimes except for buses at certain times of the day.

The use of technology is key in helping with enforcement too. Speed cameras and other forms of surveillance technology will continue through the North East Safety Camera Partnership (NESCAMP) to improve levels of safety at accident black spots and to ensure that traffic continues to flow. Furthermore the Council acknowledges the role that average speed cameras can play in reducing vehicle speeds and improving safety levels. The use of CCTV on public transport and coverage at public transport interchanges as well as in the City Centre can also reduce the threat of violence and vandalism, and improve feelings of safety. In addition, by observing traffic flows and the occurrence of incidents officers can take appropriate steps to mitigate any congestion such as altering traffic signal timings and alerting drivers through Variable Message Signs or other media. New CCTV cameras have recently been rolled out across the city and, as well as monitoring the use of the transport network, these have the ability to undertake analytics, such as pedestrian and traffic counts to establish how well used the transport network is. A joint control room, used by the Council and Police Scotland, has also now been set up.

With the Aberdeen Low Emission Zone due to be enforceable by June 2024, it is important to make sure that this too is done effectively and cameras, using Automatic Numberplate Recognition (ANPR) software will be used for this.

A growing problem is the conflict between those on bikes and pedestrians, especially around cycling in shared active travel spaces. In these situations, where both are permitted to use the space, the more vulnerable user should have priority but both users should be respectful to each other. The Grampian Cycle Partnership have produced guidance for cyclists which outlines how they should conduct themselves when using the transport network. People who find themselves in dangerous situations should always report these concerns to Police Scotland.

POLICY 32: ENFORCEMENT
To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.
ACTIONS
Bus lane enforcement cameras will continue to be managed to prosecute unauthorised drivers who enter bus lanes and pass through bus gates during operating hours. As per the Scottish Government legislation the Council will continue to invest any revenue into delivering LTS objectives and actions.
To ensure greater enforcement the Council will adhere to urban clearway principles in sensitive locations with a strict 'no stopping regime' except for buses at certain times of the day.
The Council will continue to address indiscriminate parking outside schools with Police Scotland and will work with Parent Teacher Associations to identify where traffic management solutions could improve safety around schools.
The Council will support the implementation of speed cameras where appropriate to improve levels of safety. The Council will also support the use of average speed cameras where appropriate.
The Council will work with Partners to ensure the continued maintenance of CCTV for safer and more secure journeys linked to ITS across the City to facilitate movement of traffic.
In Line with the Transport (Scotland) Act 2019, The Council will enforce instances of Pavement Parking
The Council will continue to encourage members of the public to report badly and illegally parked and abandoned vehicles

Topic 33 – School Travel and Young People

Around 27% of Aberdeen's population is aged 24 and under. This makes up just over a quarter of the population of the city[43]. Therefore the importance of ensuring that young people are catered for by the transport network and have a voice in shaping it is vital.

Evidence suggests that the way in which young people use the transport network is not just different to those older than them but is changing through time. Just 2.97 million people aged 16 to 25 in Great Britain hold a full drivers licence, down from 2012, when there were 3.42 million[44]. Young people, aged 17-29, generally travel less now, with the total number of trips per person falling by 26% between 1995-99 and 2010-14. Although cost has proven to be a large contributing factor, values and attitudes of young people are also cited while increased use of Information and Communication Technologies is too[45]. All of this suggests that a shift to a less car dependent transport system that encourages use of other modes is likely to be supported by young people while increased use of online resources to engage with them is necessary. The Scottish Government currently offers free bus travel to those aged 5-21, making public transport even more attractive to young people.

In Aberdeen, around 10% of Aberdeen's population are school pupils. In terms of their travel to school, the annual Hands Up Survey is undertaken in September by Sustrans. Figure 46 below is from the 2021 survey. This shows that Aberdeen schools have, on average, higher walking, cycling and "Park and Stride" rates than the Scottish average and a lower rate of pupils being driven than the Scottish average too. Of the four Scottish Cities, Aberdeen compares favourably with only Edinburgh posting higher walking, cycling and lower driven rates. This suggests that there is still scope for Aberdeen to improve further.

Figure 46 – Hands Up Scotland results in 2021 for the 4 main cities

SCHOOL TYPE	YEAR	WALK	CYCLE	SCOOTER / SKATE	PARK & STRIDE	DRIVEN	BUS	TAXI	OTHER
All Schools (excl. nursery)	2021	43.60%	4.00%	2.70%	9.90%	23.20%	14.50%	1.50%	0.60%
Aberdeen City	2021	50.50%	4.50%	2.30%	10.30%	19.10%	12.20%	0.60%	0.50%
Dundee City	2021	43.50%	2.50%	2.40%	10.90%	30.90%	7.20%	1.10%	1.50%
Edinburgh City	2021	55.60%	5.40%	6.50%	9.00%	15.50%	6.60%	0.70%	0.60%
Glasgow City	2021	47.90%	3.40%	2.30%	7.60%	28.20%	7.80%	1.50%	1.30%

[43] Aberdeen City Council Area Profile (nrscotland.gov.uk)
[44] www.rac.co.uk/drive/news/motoring-news/number-of-young-drivers-plunges-to-record-low/
[45] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/673177/young-peoples-travel-whats-changed-exec-summary.pdf

Danestone Primary School, Fairview Brae, Aberdeen

In order to greater reduce the reliance on car travel for school children, the Council is already putting in place a number of schemes. In 2022, the Council's School Travel Planning Guidance was updated and this encourages schools and their pupils to consider how they can reduce their dependence on car travel and the benefits of doing so. Parking management has also been installed across the school estate.

In partnership with Sustrans, Aberdeen City Council now has two I Bike officers in the city. One works with pupils and teachers in school clusters to encourage young people to walk and cycle more and equip them with the skills to feel confident in doing so. This has been particularly beneficial in encouraging girls, traditionally a group who engaged less with cycling, to become more involved. This is built on by the work of the I Bike Communities officer who will work with community groups, parents and guardians in the same clusters to give them the skills, not only to support their children but to feel confident travelling actively too. I Bike schools have active travel rates which are 9% higher than the Scotland national average while car usage in I Bike schools is 4.7% lower than the national average.

However, encouraging people travelling to and from school to feel safer will be key to this.

The Council is continuing to roll out 20mph zones to slow the traffic and help active travel users feel safer but parking by those dropping off and picking up children immediately outside schools still remains an issue. Schools have a role to play in reducing this by promoting the dangers of doing so and working with parents to reduce this while the Council more widely is tackling this with Police Scotland and City Wardens patrolling schools to ensure that indiscriminate parking is addressed. Creation of "No car zones" or "Safe school zones" outside schools are other ways in which this could be addressed and the Council will continue to investigate these further.

Road safety education and further cycle training, including Bikeability, are currently being rolled out at schools and the Council will continue to facilitate this as well as continuing to explore opportunities to increase the provision of cycle and scooter parking across the school estate.

POLICY 33: SCHOOL TRAVEL AND YOUNG PEOPLE
To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them
ACTIONS
Publish and promote the Council's School Travel Planning Guidance
Encourage and support the development of School Travel Plans including identification of safer routes to schools as well as pick up and drop off points for all new and existing schools.
Continue to encourage travel planning initiatives such as walking buses and park and stride schemes in schools.
Promote Best Practice examples of school travel initiatives and encourage knowledge transfer between schools.
Consider traffic management solutions such as footway widening, improved crossing, School Travel Zones, Safe School Zones and car-free zones outside schools.
Continue to work with schools on targeted promotional campaigns to encourage more pupils to travel by active modes of transport.
Continue to facilitate active travel journeys through physical changes, such as improving safe routes to school for those travelling on foot, by bike or by scooter and improving cycle and scooter parking facilities at schools where required.
Continue to take advantage of external funding opportunities for school travel projects when they arise, especially ones which promote and encourage active travel.
Maintain mandatory or part-time 20mph speed limits outside all schools and ensure these are in place outside any new schools that are built.
Encourage all primary schools to deliver Bikeability Scotland training so that all our young people have the skills and knowledge required to cycle safely on today's roads.
Continue to provide statutorily required transport services to schools and to support and promote the national youth concessionary travel scheme for those under 22 years old along with any local ticketing arrangements.
Continue to support National initiatives, such as the Hands Up Survey, which provide annual monitoring data for travel to school
Continue to investigate ways to give children access to bikes

Topic 34 – New Technologies and Initiatives

Technology improvements have resulted in huge changes to the way in which people have used the transport network. The growth of app-based packages to give people access to mapping, travel information and booking systems has helped make the transport network more user friendly. Technologies such as contactless payment and app payment have made using bike hire schemes, public transport, car clubs and low carbon refuelling options more user friendly too. In terms of hard enhancement, the continued enhancement of eBikes, battery and hydrogen powered vehicles have also seen huge changes. As of 2021, 88% of all adults in the UK had a smartphone, giving them access to a huge range of information and opportunities online.

In March 2022, Transport Behaviour and Attitude Surveys for North East Scotland revealed that 81% of respondents expect that virtual meetings will replace some, or all face to face meetings while E-commerce sales accounted for 27.1% of the total retail sales in the UK in January 2022[46]. Packages such as Microsoft Teams and Zoom have helped to make virtual meetings far easier. However, while it is important to ensure that the internet is not the only way to access goods and services, continuing to improve online access to goods and services as well as improving digital skills will be important too. The Council will continue to work with partners to explore further ways to enhance digital infrastructure.

To help people to gain access to online services and reduce the risk of people feeling socially isolated, the concept of Smart Working Hubs in community areas, where people can go to centrally accessible locations and work, as an alternative to working from home or commuting a larger distance to an office, are also being explored by the Council.

The concept of Mobility as a Service (MAAS) has great potential to simplify the transport network. MAAS systems allow customers to book and pay, usually monthly, for all their travel in the one place with one interoperable ticket and account working across lots of different modes of transport. MAAS has huge potential to make end to end journeys far more simple and user friendly and help people to be less reliant on a private car. The Council sees huge potential for MAAS and welcomes the opportunity to work with partners to bring MAAS to Aberdeen. In terms of vehicles, there has been a growth in the offering of eScooters on the market in recent years. At present, although people can legally buy these in Scotland, they are only able to be ridden on private land with the permission of the landowner. They cannot be ridden on a UK public road, cycle lane or pavement currently unless special permission is granted, usually as part of a trial. In the UK, trials were undertaken in 31 regions of England in 2021, finishing in November 2022. Likewise, driverless cars are only permitted to be tested on public roads, as long as they have a human operator ready to take control of the car if necessary. In both cases, the Council will consider any further results from the trials and guidance from Transport Scotland in informing any future decisions

Another concept is the development of mobility hubs where people are able to access a range of different transport modes, sometimes alongside transport information and other complementary facilities, in the one location. Aberdeen City Council, with NESTRANS, will explore this concept further.

The range of sources of useful data for transport continues to grow too, often thanks to mobile phone technology. Using this, and apps such as Strava, provides useful data on routes people use to get around the City and these can supplement other monitoring sources to help with the planning and monitoring of transport facilities.

When installing new infrastructure as well it is important to think of ways to future proof it. For example, when excavating there are often opportunities to install additional ducting so that cables to enable future infrastructure can be easily added at a later date.

During the lifespan of this LTS it is likely that even more opportunities to use and promote technology will arise and the Council will continue to work with partners to further understand how they could be used for the benefit of the city.

POLICY 34: NEW TECHNOLOGIES AND INITIATIVES
Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these
ACTIONS
Continue to support the rollout of high speed broadband to enable people to work more flexibly
Continue to ensure that, where possible, when new infrastructure is built, supporting infrastructure for future proofing (such as ducting) is built in
Continue to explore opportunities to work with partners to further develop the Smart Travel App concept and its evolution into a Mobility as a Service platform
Continue to investigate opportunities to work with partners to trial new technologies to further develop the transport network and its capabilities
Continue to use technology to better monitor and understand the usage of the transport network and to engage with its users
Continue to work with partners and monitor changes in legislation which may facilitate new technologies which could impact upon the transport network
Investigate the feasibility of developing mobility/ transport hubs within Aberdeen City

[46] https://cybercrew.uk/blog/uk-online-shopping-statistics/#:~:text=E%2Dcommerce%20sales%20accounted%20for,billion%20British%20pounds%20in%20sales

Topic 35 – Intelligent Transport Systems (ITS)

Ellon Road, Aberdeen

Intelligent Transport Systems (ITS) are a range of tools used for managing the road network, enabling road users to make better informed decisions regarding journey planning and generally enhancing the service provided to road users. ITS encompasses a range of technologies and in Aberdeen includes: an Urban Traffic Control (UTC) system to monitor congestion and traffic flows; real time passenger information for when buses are arriving at certain locations; variable message signing to inform drivers of congestion ahead or availability of parking spaces; intelligent puffin and toucan crossings that automatically vary crossing times to suit the individual; and, CCTV at strategic interchanges and bus lane enforcement cameras. The benefits of using ITS effectively include:

- Reducing congestion by the monitoring and prediction of traffic conditions, the coordination of traffic signals, the provision of bus priority measures and providing effectively for pedestrians and vulnerable road users;
- Encouraging the use of public transport by improving service reliability and service information to users;
- Reducing the effects of pollution from vehicles by better traffic management;
- Improving road safety by providing facilities for all including vulnerable road users and pedestrians;
- Assisting drivers in selecting the most appropriate route to their destination by providing them with information regarding the conditions on the roads and information to change that route should a major incident occur; and
- Aiding the enforcement of traffic restrictions through the use of enforcement cameras and CCTV.

The Council has continued to roll out Variable Messaging Signs (VMS) across the city, partly to complement the opening of the AWPR but also to plug any strategic gaps in provision. Automatic Number Plate Recognition (ANPR) software has been deployed on Wellington Rd and around the AWPR with expansion planned this year to cover other arterial routes. This uses new analytics software that will allow the Council to collect more reliable journey plan data. New CCTV cameras have also been installed across the transport network which also contain analytics software, enabling counts to be done of users of the transport network. Both of these innovations will assist with the planning and management of the transport network.

Building on this, ITS has also been able to better serve users of the transport network smart transport apps which offer journey planning advice including times and costs. In terms of online resources, the Council also makes use of its own website and social media to update users of the transport network of any issues.

When installing new infrastructure as well there are often opportunities to build in provision for future ITS such as installing additional ducting so that cables to enable future infrastructure can be easily added at a later date.

POLICY 35: INTELLIGENT TRANSPORT SYSTEMS
To expand the use of ITS in Aberdeen in order to improve the efficiency and understanding of the transport network in the City.
ACTIONS
The Council will use Intelligent Transport System (ITS) technology to improve network efficiency and manage traffic flow through transport corridors.
The Council will further develop ITS to give priority to particular types of vehicles or road user, where appropriate.
The Council will use ITS to provide reliable travel information to road users, so that they can make informed decisions before and during their journey.
The Council will explore opportunities to update the travelling public on environmental conditions within the city centre.
The Council will further develop a Journey Time Monitoring System.
The Council will continue to develop back office systems that mean all ITS systems will be connected through a common database.
The council will look to extend ITS functionality into other platforms such as Smart Travel Apps

Topic 36 – Road, Carriageway and Footway maintenance

Road, carriageway and footway maintenance are an essential part of the transport network, both to ensure that it remains fit for purpose but also to give users confidence in the fact that the transport network is safe.

There are approximately 500 miles of roads in the Aberdeen City Council area, with a further 1,200 miles of footways, many of which are suffering from historic levels of underinvestment. In 2017 the Council allocated an extra £10M over 5 years to help to meet this. Works are still continuing in 2023. The Council will continue to make monies from its own budgets available for maintenance of the transport network, to bid for funding from NESTRANS and to lobby the Scottish Government for further funding.

When building new infrastructure, it is important to think of the future maintenance burden that this might have and try to minimise this as part of the design and the materials used, even if it leads to a higher upfront cost. In situations where external funding is granted to fund new infrastructure, the Council will continue to push for maintenance monies from the funders in order to ensure that projects can be properly maintained. Likewise, when adopting infrastructure from other parties, the Council will ensure that it is either handed over in a state fit for purpose or, when this cannot be achieved, that provision is made as part of the agreement to bring it up to standard.

Tillydrone Avenue, Aberdeen

It is not just the physical carriageways and footways themselves that have to be considered but also the supporting infrastructure such as the traffic lights, cycle

parking infrastructure, the data counters and the electric vehicle charge points. In these cases, the Councll organises maintenance contracts and, where possible, tries to purchase these with a warranty and maintenance agreement as part of the initial purchase to mimimise future risk and budgetary pressures.

Well maintained transport infrastructure has the ability to reduce emissions as well in that it gives people more confidence in using low emission forms of transport such as active travel, is likely to cause less resistance to vehicle tyres through smoother surfaces, meaning less fuel is required and also likely to reduce vehicles having to slow down and speed up constantly to deal with obstructions, which can consume less fuel.

The co-ordination of roadworks is important to ensure that the transport network can still operate efficiently and the Council has a designated team to deal with this. While, this can not always be achieved, as unforeseen circumstances will always arise, this goes some way to mititgating the impact. Communicating about closure and disruption caused by maintenance is also very important, both to give users of the transport network advanced notice and also to inform them of the alternatives. Therefore, working closely with the Council's External Communications team is essential to ensure that this is done successfully.

It is also very important that users are able to contact the Council about any concerns that they have around maintenance and any issues that they might come across. Therefore, through its website, the Council will continue to offer a facility that allows people to do this.

Where maintenance on the roads is being undertaken, provision should be made to ensure that active travel users are catered for with safe facilities and minimal diversion.

POLICY 36: ROAD, CARRIAGEWAY AND FOOTWAY MAINTENANCE
To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance
ACTIONS
Seek increased investment in roads maintenance and lobby the Scottish Government for funding to support the Council's efforts to address the historic backlog in Aberdeen.
Seek to increase investment in the maintenance of footways and cycleways across the City.
Continue to undertake maintenance works in accordance with appropriate legalisation and guidance.
Prevent roads maintenance schemes occurring simultaneously when these are likely, in combination, to have a significant detrimental effect upon the travelling public.
Seek to ensure that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes and continue to lobby funders for this.
Ensure that the designs, construction and materials used for new and improved schemes minimise the need for future maintenance
Continue to update the Roads Asset Management Plan (RAMP).
Prioritise and undertake repairs to reported road defects.
Work to encourage other Roads Authorities to maintain a high standard of road and footway maintenance for the travelling public.
Ensure that clear communications, both in advance and during works, are carried out to users of the transport network

Gritting on Don Street, Aberdeen

Topic 37 – Winter Maintenance

Ensuring the transport network is able to deal with winter weather and that people are kept informed is key in enabling safe operation of the network and giving users confidence in it.

Aberdeen City Council has winter maintenance arrangements in place to address its statutory obligations. This includes taking steps as it considers reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over those public roads for which it has responsibility as local Roads Authority. By definition those public roads include carriageways, footpaths, cycle paths and pedestrian precincts. The Council spends around £1.73 million every year on winter maintenance. The following make up part of the package

- Around 90 roads maintenance staff, plus an extra 90 grounds staff who do most of the pavement gritting, especially near sheltered housing, schools and hospitals.
- Seven dedicated road gritters with snow plough attachments.
- 14 demountable road gritters with snow plough attachments.
- Four large gritters.
- 21 pavement gritters with snow plough attachments.
- A de-icer applicator vehicle – de-icing fluid is only used if temperatures drop low enough to stop salt working.
- Around 12,000 tonnes of salt in stock. Grit and sand are not used unless the temperatures are too low for salt to work. Grit and sand also block gutters which can cause additional problems.

The Council publishes a winter maintenance plan, both pre and post winter, and carries out winter maintenance operations using a priority system which is detailed in the Roads Winter Service Plan and outlined below in Figure 47:

Figure 47 – Aberdeen Winter Maintenance priorities

ROUTE	DESCRIPTION
Priority 1 routes	Primary routes cover almost half of Aberdeen's road network and include: • Main roads which serve the larger communities and permit the majority of road users to travel across the city. • Major bus routes. • Roads around Aberdeen Royal Infirmary (roads within the hospital complex are the responsibility of NHS Grampian). • Roads near fire stations. • These roads are gritted early in the morning between 4:45am and 7am to make sure the main roads are gritted before rush hour
Priority 2 routes	• Roads that carry medium traffic flows or give access to non-urgent community or public facilities. • Roads connecting smaller communities to the primary network. • Link and service roads in the larger urban settlements. • Service routes not covered by the primary network (on bus routes, gritting will not necessarily be completed before buses start their journey). • Secondary routes on higher ground are usually a priority. • These include roads near sheltered housing and social work properties, cemeteries and crematoria, shopping centres, and access to facilities in parks and gardens. • These routes are gritted after the primary routes.
ROUTE	**DESCRIPTION**
Other routes	• Minor roads where road users can make their way to the nearest higher priority route. • Local access roads. • Cul-de-sacs. • Residential roads in urban settlements • These routes are gritted after the primary and secondary routes.
Priority 1 pavements	• These are mainly in the city centre and highly used by pedestrians. • These are gritted early in the morning from 5:15am to make sure they are salted before rush hour.
Priority 2 pavements	• The rest of the city is split into 24, treated on an area by area basis. • Priority is given to pavements near Aberdeen Royal Infirmary, near schools where possible, sheltered housing and social work properties, the crematorium, shopping centres, and access to facilities in parks and gardens. • These are treated from 7.45am usually on an area basis.
Cycle Paths	• Gritted from 7.45am on an area basis. They are • The Westhill path (from city boundary to Hazlehead roundabout); • The Shell path cycle paths along Stoneywood Road (section of National Cycle Network); • Cove Road to Duthie Park where cycleway is part of a shared footpath; • Wellheads Drive cycle path where cycleway is part of a shared footpath; • Cycle paths along Wellington Road where cycleway is part of a shared footpath.

As the Winter Maintenance Team cannot be everywhere at the same time, there are also over 900 grit bins and 20 large community grit bins in the city to enable members of the public to grit communal areas too. Communities can also apply for a free one-tonne community salt bag. The application process and salt bag deliveries are usually in October/November every year.

For trunk roads, the Council liaises with Amey and Aberdeen Roads Ltd for a co-ordinated approach.

Communication to users of the transport network is very important, both to give users confidence that this is taking place and also to update on particular hazards on the network. Social media has made this so much easier and, along with VMS signs and the Council's website, has enabled winter maintenance communications to be spread very quickly to a large audience. As of 2021, 88% of all adults in the UK had a smartphone which could enable them to receive such messages.

Throughout the lifespan of this LTS the Council will continue to ensure that it plans for, undertakes and communicates its winter maintenance responsibilities and adapts plans to incorporate any learnings from previous years and to respond to any new and beneficial technologies and ways of working, It will also continue to ensure that winter maintenance is adequately funded and will seek the use of external funding and lobby funders accordingly to achieve this.

POLICY 37: WINTER MAINTENANCE
To ensure the safe movement of users of Aberdeen's transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.
ACTIONS
Continue to undertake winter maintenance operations and examine opportunities to achieve Best Value through partnership working.
Lobby for further investment in winter maintenance relative to the needs of the North East climate.
To continue to review and publish a Winter Maintenance Service Plan on an annual basis.
Provide a standard of service on the Council's public roads which will permit safe passage of vehicles, cyclists and pedestrians on main routes appropriate to the prevailing weather conditions.
Establish a pattern of working which will minimise delays and diversions due to winter weather as far as is reasonably practical.
Respond to cases of serious hardship during extended periods of severe weather.
Ensure that winter maintenance information is communicated to users of the transport network through a range of means and in a timely fashion

Topic 38 – Structures


Diamond Bridge, Aberdeen

Aberdeen City Council is responsible for the maintenance of over 840 bridges and other highway structures throughout the City. Bridges are a crucial element within the City's transport system, while also forming an important part of Aberdeen's built heritage.

In terms of maintenance, there is a backlog of bridge strengthening and repair works required throughout the City. Throughout the life of this LTS, the Council will ensure that these works continue to be progressed, in order to minimise disruption and give users confidence in the transport network while use of external funding will be sought and funders lobbied to enable these.

Although the Scottish Government's Sustainable Investment Hierarchy encourages best use to be made of existing capacity within the transport network rather than building new, there may be instances where a new bridge or structure is required in order to either replace an existing one, which has come to the end of its life or to enable more efficient movement in the transport network and remove pinch points or address safety concerns. It may not always be possible to modify an existing structure to incorporate active travel provision either.

In circumstances where a new structure is needed, it should ensure that maximum benefit is provided to sustainable transport, such as active travel and public transport, through its design and construction. Furthermore, the use of external funding sources to support it should be explored, in order to reduce burden on the Council, while it should be constructed in such a way as to mimimise any future maintenance implications. The design of any new structure should also by sympathetic to its surroundings with thought also given to the colour, material and lighting of it, as well as its appearance and situation.

POLICY 38: STRUCTURES
To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications
ACTIONS
Work to increase investment in structural maintenance and repairs across the City to continue to address backlogs.
Continue to inspect, assess and maintain all structures in accordance with the Code of Practice for Bridge Management.
Where new bridges are required, strive to develop structures that complement the surrounding environment and improve access for the greatest number of users
Ensure that the designs, construction and materials used for new and improved schemes minimise the need for future maintenance
Seek to ensure that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes and continue to lobby funders for this.

Topic 39 – Resilience


Footdee, Aberdeen

Although the transport network is designed to cope with most day to day issues, sometimes something large like a flood, a global health pandemic or a very large accident will occur. While the transport network cannot possibly cater for every eventuality, there are steps which can be taken to mitigate the impact and the disruption.

Aberdeen Adapts (2022), the City's Climate Adaption Framework, notes that Aberdeen's northerly location means there is a strong reliance on transport for goods, travel and business. The performance of transport networks in and around the city will be challenged by increased temperatures, heavy rainfall, landslip and as a result of climate change. Collaborative working on transport takes place at regional and local level.

In the case of flooding, Aberdeen Adapts states that Climate change is likely to alter rainfall patterns, noting that more intense downpours will bring rising rivers, place drainage systems under pressure and increase flood risk. Without interventions, the estimated average annual damages from flooding alone in Aberdeen could approximately £12.5 million. It recommends increased use of apps, gauges and sensors for early alert systems on severe weather and flooding helping to protect vital infrastructure and also advocates the use of Blue Green infrastructure. This includes deculverting, sustainable urban drainage

systems, wetlands, flood alleviation areas, porous and permeable surfaces which can absorb rainfall and reduce flood risk through space for water to ebb and flow. The first North East Local Flood Risk Management Plan (NELFRMP), was produced in partnership with SEPA, Moray Council, Aberdeenshire Council and Scottish Water and was approved in 2016. Climate change will put greater pressure on the transport network, both in terns of the way it is used and on its physical construction. This should be factored into the construction and maintenance of the transport network while the location of any improvements to the transport network should also take account of flooding risks.

Also, where there are opportunities to build safe active travel provision into new flood defence schemes, to further improve accessibility or to incorporate ways to better catch and distribute rainwater into transport schemes, these should be done. Scotland now has a direct flood warning service which is provided by the Scottish Environment Protection Agency (SEPA). It allows the user to sign up to receive free SEPA flood warning messages direct to a landline or mobile phone, notifying the user when a flood warning message has been issued in the local area. Should members of the public be aware of rubbish dumped in rivers and burns or any evidence of blockages, choked up culverts and other eventualities which could increase the risk of flooding, this should be reported to the Council so it can be dealt with.

During the COVID-19 pandemic, the need to physically distance and to ensure people were still able to exercise, meant that walking, wheeling and cycling provided to be particularly resilient forms of transport while others, such as public transport, were badly affected. This suggests that enabling active travel can help to make for a more resilient transport system while ways to make public transport more resilient should be sought.

Although it can never be completely prevented, the need to try and avoid disruption through roadworks co-ordination is an important function which the Council performs. A large proportion of roadworks in the city are carried out by utility companies and coordination of these works in tandem with the City Council's improvements are important to ensure that the road system operates as smoothly and effectively as possible. The New Roads and Street Works Act 1991, as amended by the Transport (Scotland) Act 2005, places responsibilities on those undertaking roadworks. The Council's Roadworks Co[1] ordination unit are responsible for overseeing this and companies are required to put in applications in advance of works taking place to ensure that these are properly planned and, where possible, can avoid other major works, scheduled events and busy periods such as Christmas. Although there is not a requirement in the Acts above to provide special provision for active travel users in roadworks, there is a duty to keep them safe. However, in Aberdeen, any such works will accommodate active travel users where possible. Any delays or extensions to work will also be conveyed in a timely manner, particularly to bus companies who have to plan services well in advance.

The Council has a key role in ensuring that this information is conveyed to the public and has several approaches in this regard.

- Putting in place appropriate diversions for all travellers on the local road network
- Using Variable Message Signs (VMS) on strategic routes to inform the travelling public of any difficulties.
- Publishing details on the Council's website, Smart Journey information site and social media platforms
- Sharing details with the Scottish Roadworks Commissioner so that these can be uploaded to their website
- Ensuring details are on the Tell Me Scotland website.

If there are emergencies on network, the Council's Communication Team gets involved and information goes out via Twitter. Where any works or restrictions on trunk roads are likely to affect local roads and vice versa, the Council will liaise with those organisations responsible to them. To avoid safety issues and future maintenance issues, it is paramount that any reinstatement following works is done to a high standard so inspections following works are carried out by the Local Authority where they impact upon the adopted road network.

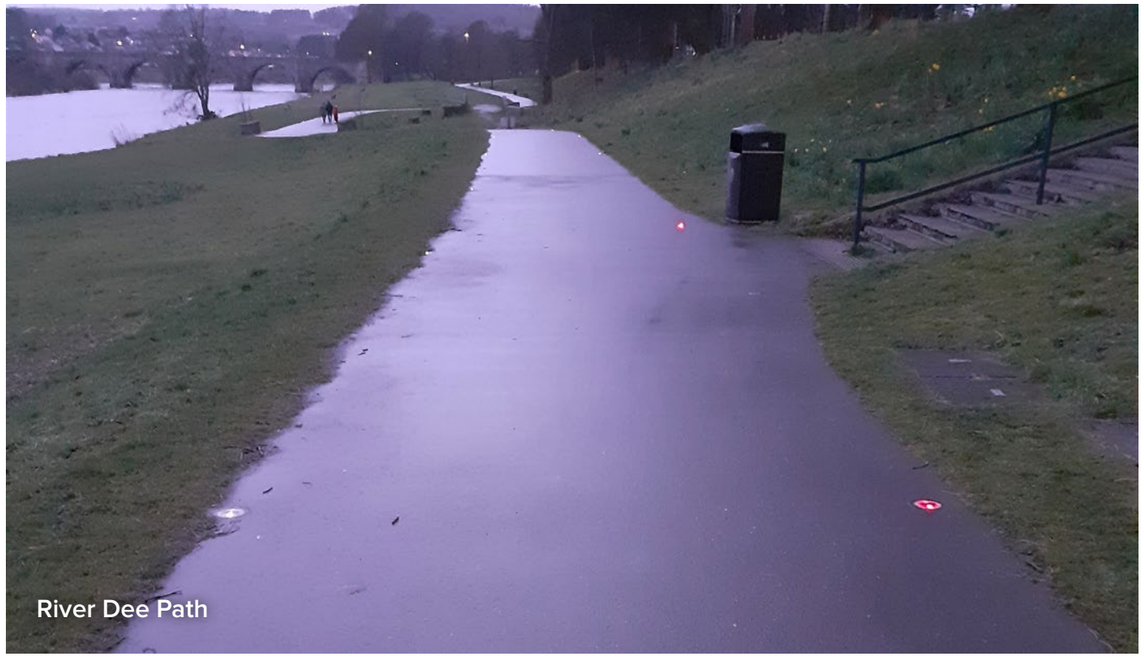
POLICY 39: RESILIENCE
To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions
ACTIONS
Continue to assess flood defences throughout the City
Continue to assess areas at risk from flooding
Implement a range of hard and soft engineering measures to deal with flood risk management and mitigation and ensure that the designs, construction and materials used for new and improved schemes maximise the resilience of schemes against flooding
Continue the maintenance programme to clear blocked drains and inspection of water courses
Learn from the COVID-19 global pandemic and, with partners, identify improvements to the transport system which allow it to be more resilient and work to achieve funding for them
Ensure that resilience forms part of the justification for improving active travel infrastructure
Ensure that travel information is available to people and organisations by a range of quick, easily updated, timely methods in order to reflect planned works and to respond to unforeseen circumstances
Ensure that roads and pavements are repaired promptly and appropriately as part of utilities works, and with appropriate coordination to avoid repetitive roadworks on the same stretch of the network
Ensure inspections are carried out by ACC and road defects associated with roadworks/ utility operations are identified and reported
Ensure that temporary closures make provision for cyclists and pedestrians.

Topic 40 – Lighting

Lighting is a very important commodity for the transport network. Not only can lighting be used to lead people down certain routes or to draw them towards key features in the city but it can be a key component in influencing how and when people use the transport network. The Main Issues Consultation for the Local Transport Strategy identified that declining patronage of the city centre and the perceived feeling of safety for those walking and cycling were key concerns that people had in Aberdeen. In both cases, lighting can help in encouraging people, particularly lone women, to feel safer, especially at night and give them the confidence to walk, cycle and move around the city at all times of day and in all weathers. It is therefore essential, not only that lighting is considered as part of new developments and transport improvements but also that existing lighting is well maintained.

However, consideration should also be given to how to provide lighting in the most beneficial way without detrimentally impacting on the surroundings. Light pollution not only affects the views of the night sky but can also be disruptive to wildlife, nature while the appearance of lighting equipment can impact upon the views and appearances of buildings and other features. The use of options like solar studs, built into paths and powered using solar panels can provide a useful solution in keeping paths safe and attractive to users without detrimental impact to the surroundings.

The rise in energy costs and the requirement to achieve net zero carbon emissions by 2045 will also affect lighting of the transport network and the Council continues to find ways of reducing the cost and consumption of power by the lighting network. The switch to more efficient LED lighting continues to be rolled out across the city while the use of Intelligent Transport Systems, to control and manage the Council's Lighting network and investigating options which can vary the intensity of lighting throughout operating times will be undertaken throughout the lifespan of the LTS.



River Dee Path

Developments in the system which manages the lighting network in the last few years can now report if lamp is on/ off and if it is damaged.

It is also very important that users are able to contact the Council about any concerns that they have around issues that they might come across with the lighting network.

Therefore, through its website, the Council will continue to offer a facility that allows people to do this.

Lastly, the Council will continue to investigate ways to realise even more value from the lighting network, including incorporating monitoring equipment for the transport network. There are also a growing number of opportunities coming to market to integrate electric vehicle charging with lighting networks and, given the government commitment to phase out the need for new petrol and diesel cars by 2030, this is something which the Council will continue to investigate too.

POLICY 40: LIGHTING
Ensure that Aberdeen's lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances
ACTIONS
Continue to increase levels of funding for the City's lighting infrastructure.
In compliance with the Council's Climate Change Plan, continue to replace lighting systems with modern energy efficient equipment and ensure new developments use this..
Consideration of lower lighting levels or reduced operating hours of lighting in low priority areas.
Continue to use alternatives to traditional lighting columns where appropriate, such as solar studs, to reduce environmental impact
Continue to explore options to broaden the value of the city's lighting network such as electric vehicle charging and monitoring equipment
Continue to explore ways to reduce the make the lighting network less energy intensive

How do the policies fit with the LTS Objectives?

The table below demonstrates how each of the policies meets the LTS Objectives

POLICY	TP01	TP02	TP03	TP04	TP05	TP06	TP07	TP08
Climate change mitigation and adaption	X							
Air Quality	X							
Noise Quality	X							
Reducing the need to travel - To work with partners to create opportunities which allow people to access facilities, workplaces and information without the need to travel	X				X	X	X	X
Walking and wheeling	X	X		X	X	X		X
Cycling	X	X	X	X	X	X		X
Bus	X			X	X	X	X	X
Aberdeen Rapid transit	X			X	X	X	X	X
Park and Ride	X			X	X	X		X
Strategic Rail network	X	X		X	X	X		X
Community and Demand responsive transport	X			X	X	X		X
Coaches			X	X	X			X
Taxis and private hire vehicles	X		X	X	X	X	X	X
Car Sharing	X			X	X	X		X
Car Clubs	X			X	X	X		X
Powered Two wheelers	X		X	X	X			X
Zero emission vehicles	X	X				X	X	
Parking	X			X	X	X		X
Demand Management	X							X
Road Improvements				X	X	X		
Trunk Road network	X		X	X		X		
AWPR	X	X	X	X	X	X		X

TRANSPORT PLANNING OBJECTIVES (TPOS)	
TP01 – Climate and Environment	**TP05 – Accessibility/ inclusivity/ user-friendly**
TP02 – Health	**TP06 – Resilience**
TP03 – Safety	**TP07 – Technology**
TP04 – Economy	**TP08 – Modal shift**

POLICY	TPO1	TPO2	TPO3	TPO4	TPO5	TPO6	TPO7	TPO8
Shipping and Ferry Services				X	X	X		
Air services	X			X	X	X		
Freight	X			X		X		
Travel awareness and information	X	X	X	X	X	X	X	X
Land use planning	X	X	X	X	X	X		X
Travel Plans	X	X	X		X	X		X
City Centre	X	X	X	X	X	X		X
Biodiversity and green space	X	X			X	X		X
Traffic management and road safety	X	X	X	X	X	X		X
Enforcement	X		X	X		X		
School Travel and Young People	X	X	X		X	X		X
New technologies and Initiatives						X	X	
ITS						X	X	
Road, carriageway and footway maintenance			X	X	X	X		
Winter maintenance		X	X	X	X	X		
Structures			X	X		X		
Resilience	X	X	X	X	X	X	X	X
Contingency planning and Utilities			X	X	X	X		
Lighting	X		X		X	X	X	X

TRANSPORT PLANNING OBJECTIVES (TPOS)	
TPO1 – Climate and Environment	TPO5 – Accessibility/ inclusivity/ user-friendly
TPO2 – Health	TPO6 – Resilience
TPO3 – Safety	TPO7 – Technology
TPO4 – Economy	TPO8 – Modal shift

For details of how they also fit with the outcomes, please see Appendix C – Actions vs TPOs and Outcomes

Shiprow, Aberdeen

Section 6: The Monitoring Plan

The draft Aberdeen Local Transport Strategy (2023-2030), Appendices and Supporting Documents will be available for public and stakeholder consultation for 8 weeks in Autumn 2023.

Work will then take place to turn the draft Local Transport Strategy (2023-2030) into a final version. It is intended to report this to the relevant Council committee for adoption in Spring 2024.

Following the approval of the Aberdeen Local Transport Strategy (2023-2030), the next stage will be to create the accompanying Local Transport Strategy Delivery Plan. This will look at

- The Actions that the Local Transport Strategy has set out to achieve
- The timeline for achieving them
- The relevant teams or resources which will be required to carry these out
- The cost of doing so
- What funding already exists
- What has already been undertaken

POLICY 41: MONITORING

Ensure that the objectives and outcomes of the Aberdeen LTS are monitored with suitable sources and indicators

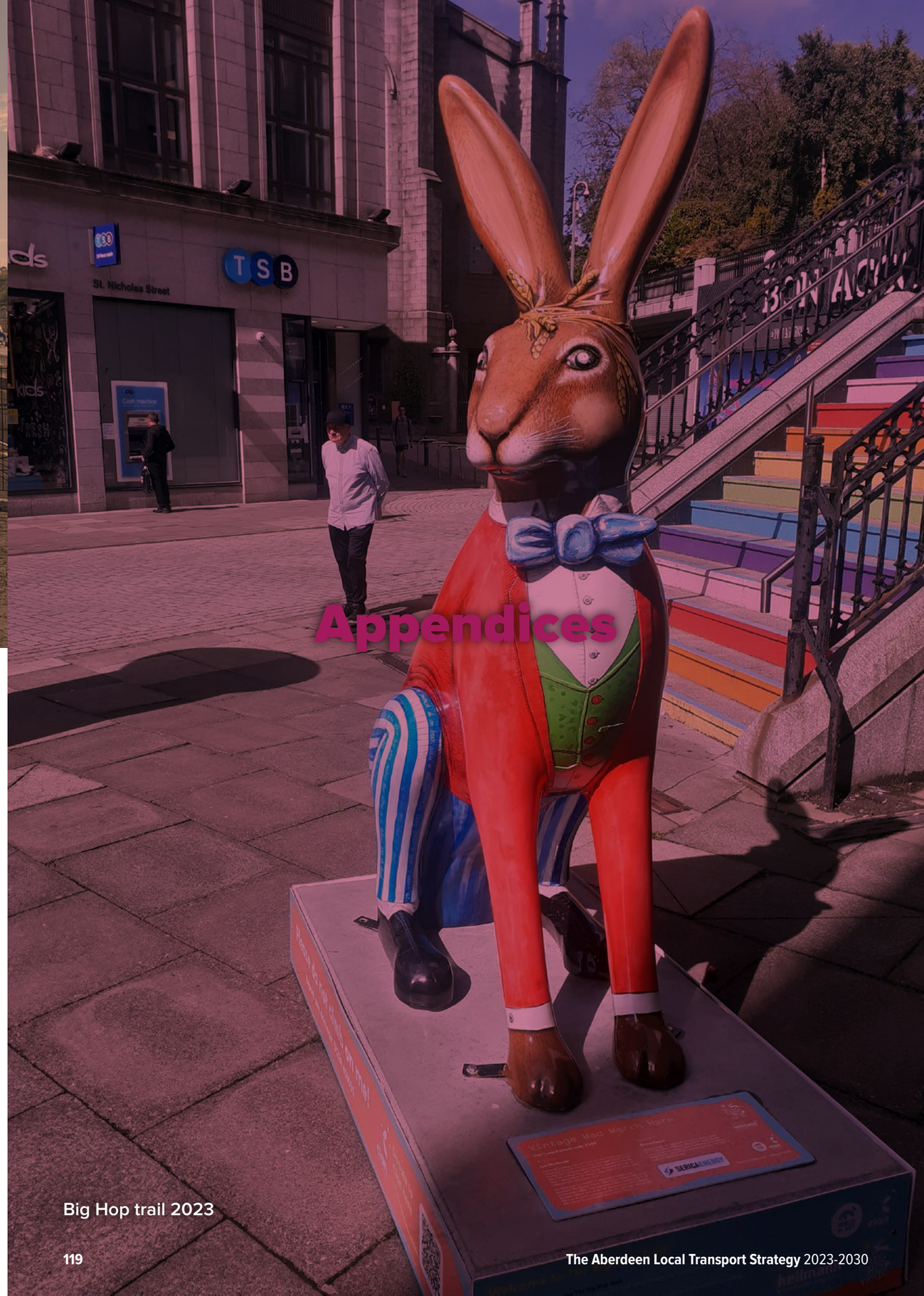
Section 7: Next Steps

Aberdeen South Harbour, Port of Aberdeen

Following the approval of the LTS (2023-2030) by Council Committee, the next stage will be to come up with the LTS Delivery Plan. This will look at

- The Actions that the LTS has set out to achieve
- The timeline for achieving them
- The relevant teams or resources which will be required to carry these out
- The cost of doing so
- What funding already exists
- What has already been undertaken

It is intended that this will be reported to the relevant Council committee in 2024.



Appendices

Big Hop trail 2023

Aberdeen Harbour, Port of Aberdeen

Appendix A – The Main Issues Report

Appendix B – Option Appraisal Report

Appendix C – Policies vs Objectives and Outcomes

Appendix D – Monitoring for LTS Objectives and Outcomes

Appendix E – Draft Aberdeen Air Quality Action Plan

Other Supporting Documents

The LTS (2023-2030) will be accompanied by:

- A Strategic Environmental Assessment (SEA)
- A Habitats Regulation Assessment (HRA)
- An Integrated Impact Assessment (IIA)
- A Health Impact Assessment (HIA)
- An Economic Appraisal

This page is intentionally left blank

Appendix A

Aberdeen Local Transport Strategy (2023-2030) – Main Issues Report

Executive Summary

The Aberdeen Local Transport Strategy (LTS) sets out the City's ambitions for the development of the transport network, traditionally over a five-year period.

Aberdeen's current LTS covers the time period from 2016 to 2021. Since it was developed, a lot has changed, both in terms of the City's transport network and also in the wider policy, plan and strategy context.

"Working in Partnership for Aberdeen", Aberdeen's SNP and Liberal Democrat partnership statement, contains a commitment to "Delivering a revised Local Transport Strategy". Furthermore, Aberdeen City Council's delivery Plans for 2021/22 and 2022/23 contain the policy statements to "Refresh the Local Transport Strategy" and note that this should be done following the review of the Regional Transport Strategy (RTS). The RTS was formally adopted in November 2021 so development of the next LTS can begin.

To begin this process, it is necessary to establish the main issues that the next LTS will have to cover. This involved.

- Reviewing the 190 actions from the previous LTS (2016-2021) to see what had been achieved, what was still under development and what had not been taken forward.
- Reviewing progress against the 43 Key Performance Indicators (KPIs) in the previous LTS.
- Undertaking a round of public and stakeholder consultation to ask respondents what they thought the main issues were. This attracted 387 responses.
- Reviewing the relevant policies, plans, strategies and projects at National, Regional and Local level to establish what had changed since the previous LTS.

From this, and in line with Scottish Transport Appraisal Guidance (STAG) principles, the main drivers, challenges and opportunities for the next LTS have been established. This has allowed Transport Planning Objectives (TPOs) to be developed to ensure that the next LTS is able to meet these, along with Outcomes, Outputs and a new Vision to tie these all together.

Given that so many targets, already set at National level, go to 2030, it is proposed that the next LTS will span the period to 2030, rather than just being a 5-year window.

Having undertaken these aspects, the next stage of the STAG process is to generate options, or approaches, for the next LTS to take. Six draft options have been developed.

These six draft options will then be taken forward for appraisal against the TPOs and the STAG Criteria. These are presented in the table below.

Table 1 – TPOs and STAG Criteria

Transport Planning Objectives (TPOs)	Scottish Transport Appraisal Guidance (STAG) Criteria
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	S1. Environment
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	S2. Climate Change
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	S3. Health, Safety and Wellbeing
TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	S4. Economy
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	S5. Equality and Accessibility
TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	S6. Feasibility
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	S7. Affordability
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	S8. Likely public acceptability

This will then allow the best scoring approach to be selected and a draft LTS to be developed.

Section 1 – A New Local Transport Strategy

1.1 What is an LTS and why do we need a new one?

1.1.1 The Aberdeen Local Transport Strategy (LTS) sets out the City's ambitions for the development of the transport network, traditionally over a five-year period. This includes a vision and objectives for the City's transport network which will inform an action plan to be completed over the lifespan of the strategy to improve the transport network. It deals with all modes and aspects of transport including walking, wheeling, cycling, public transport, freight, taxis, motorcycles, car sharing, car clubs, car and van use, parking and low carbon fuels as well as the relationship between transport and other areas such as land use, placemaking, the economy, development of communities, health and the environment. The LTS is informed by the National and Regional transport policies, strategies, plans and projects, along with those relating to economic, environmental, health and social factors at National, Regional and Local levels. It also relies on input from members of the public and stakeholders to ensure it reflects the needs of people and businesses.

1.1.2 The current Aberdeen LTS was adopted in 2016. "Working in Partnership for Aberdeen", Aberdeen's SNP and Liberal Democrat partnership statement, contains a commitment to "Delivering a revised Local Transport Strategy". Furthermore, In its Council Delivery Plans for 2021/22 and 2022/23, Aberdeen City Council have the policy statement to "Refresh the Local Transport Strategy" and note that this should be done following the review of the Regional Transport Strategy (RTS). The RTS was formally adopted in November 2021, paving the way for development to start on the next LTS.

1.2 Developing the next LTS

1.2.1 The development of the next Aberdeen LTS will be based around the Scottish Government's Scottish Transport Appraisal Guidance (STAG) process. A Core Team, made up of officers from Aberdeen City Council, NESTRANS, Aberdeenshire Council and NHS Grampian, has been formed to oversee the process and agree key stages.

1.2.2 In order to undertake a STAG-based assessment, the first stage is to establish the main issues that the LTS should cover. This involved:

- Reviewing the 190 actions from the previous LTS (2016-2021) to see what had been achieved, what was still under development and what had not been taken forward.
- Reviewing progress against the 43 Key Performance Indicators (KPIs) in the previous LTS
- Undertaking a round of public and stakeholder consultation to ask respondents what they thought the main issues were. This attracted 387 responses.
- Reviewing the relevant policies, plans, strategies and projects at National, Regional and local level to establish what had changed since the previous LTS.

1.2.3 Further details of the above can be found in Appendices 1,2,3 and 4 (these will be available online).

Section 2 – What was achieved under the previous LTS?

2.1 Reviewing the Actions from the previous LTS

2.1.1 The summary of progress of the 190 actions from the previous LTS are presented in the following table:

Table 2 – Review of current LTS Actions

Number which are being achieved	142 (75%)
Number which are underway	31 (16%)
Number which have not been realised	10 (5%)
Number which cannot be reported upon due to insufficient information	7 (4%)

2.1.2 A summary of the key fundings is listed below:

- A Sustainable Urban Mobility Plan (SUMP), Active Travel Action Plan and Electric Vehicle (EV) Framework are all adopted and sit as daughter documents to the LTS. They all go beyond the lifespan of the current LTS.
- A Roads Hierarchy study, subsequent multi-modal corridor studies, strategic car parking review, origin and destination study have all been completed or initiated to better understand and plan the movement of people and goods.
- A low emission zone for the city centre has been developed and became operational in May 2022
- A Masterplan is developing for the Beach and the City Centre Masterplan is being refreshed
- 20 Noise Management Areas and 4 Quiet Areas have been declared in Aberdeen
- The walking and cycling network and supporting facilities continue to grow and improve
- A Bike Hire contract has been awarded and set up is underway.
- Enhanced CCTV capable of counting walking and cycling movements is being rolled out in 43 locations across the city.
- 32 of the Council's 45 primary schools are offering Bikeability Levels 1 and 2
- An I-Bike Officer has been working with schools to promote cycling since 2017.
- An I Bike Communities officer has been supporting this work, working with adults to promote cycling since 2022.
- The Aberdeen Walking and Cycling Index (WACI) was published in 2022.
- In 2018, the North East Bus Alliance (replacing the former Local Authority Bus Operator Forum (LABOF)) was established with a revised Terms of Reference and Quality Partnership Agreement.

- A successful bid was made to Transport Scotland's Bus Partnership Fund of £12M including support for Aberdeen Rapid Transit
- Craibstone Park and Ride delivered.
- Contactless payment on buses
- Opening of Kintore station and ongoing improvements to Aberdeen railway station
- Completion of rail track redoubling project between Aberdeen and Inverurie.
- Aberdeen Western Peripheral Route and Balmedie to Tipperty Improvement opened.
- Work ongoing to progress improvements to Berryden Corridor and South College Street
- The Aberdeen Car Club, run under contract with the Council. continues to grow and to green its fleet
- Two hydrogen filling stations are now operational in the city
- The network of EV charge points continues to grow, both with Council organised installations and those organised by other organisations
- Cashless parking, as of April 2021, is available in all of the Council's controlled parking zones
- A review of licencing requirements is currently being undertaken with the Council's legal and Licencing colleagues to increasing the number of ultra low or low emission vehicles onto the taxi and PHC fleets.
- Revision of the Council's own Travel Plan has been delayed due to COVID-19 related factors.
- A Car Parking Action Plan was delayed due to COVID-19 factors and changes being made to the City Centre and Beach areas.

2.1.3 This shows that, although much has been achieved, many of the actions were just the starting point for realising much greater transport improvements and need to be further developed, either through their implementation or further works while some others are yet to be realised. Therefore a case exists for a new LTS to further build on and realise what has already been achieved and across all modes.

2.2 Monitoring of LTS Outcomes and Indicators for the 2016-2021 LTS

2.2.1 This section provides a brief overview of the results of a monitoring report carried out on the current Local Transport Strategy 2016-2021 and provides some commentary on the performance of the strategy against a set of original indicators set in 2016 and against the six main outcomes in the strategy.

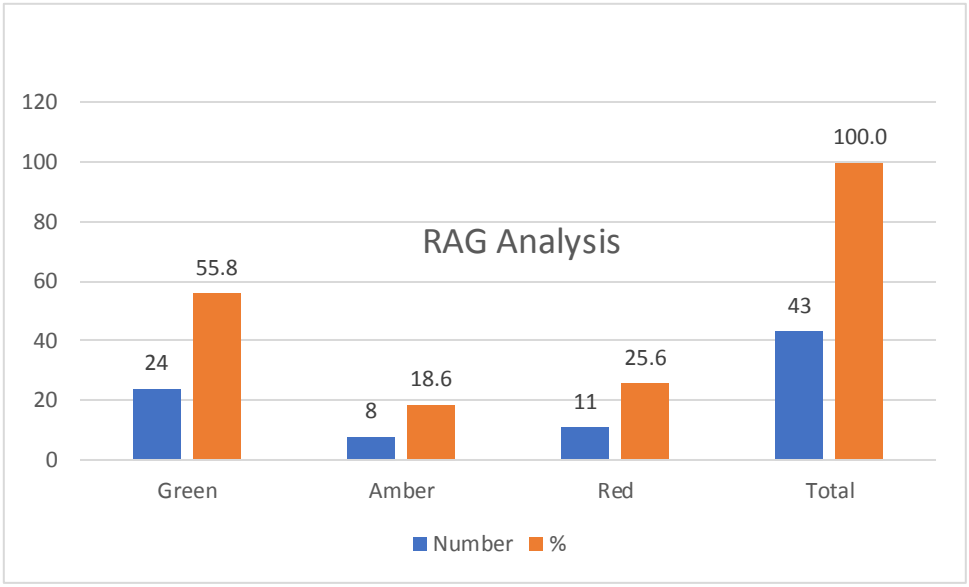
2.2.2 The 6 main outcomes were

- Increased modal share for public transport and active travel;
- Reduced the need to travel and reduced dependence on the private car;
- Improved journey time reliability for all modes;
- Improved road safety within the City;
- Improved air quality and the environment; and,

- Improved accessibility to transport for all.

2.2.3 Based on the 43 indicators that were set for monitoring the LTS, Chart 1 shows the results below.

Chart 1 – Progress against the 43 indicators



2.2.4 The green indicators show improvement. These include improvements in adult walking and cycling to work and working from home, cycling to school, usage of the Kingswells Park and Ride, membership of the car club, air quality and decreases in private car use, in accident and casualty rates. Cost of public transport relative to inflation had also fallen overall while cost of city centre parking, relative to inflation, had risen.

2.2.5 The amber indicators were for things that stayed largely the same. These included changes in travel to work by rail and the number of drivers reporting congestion delays.

2.2.6 For the red indicators, those which had gone in the wrong direction, these included taking the bus to work and school, usage of the Bridge of Don Park and Ride, satisfaction with bus punctuality and numbers of Noise Management Areas.

2.2.7 However, due to the small sample sizes and the lag in available data, meaning that data was only available up to 2019, it was felt that this did not truly represent the full picture and failed to fully represent the changes that have recently affected the transport network such as the effects of the Aberdeen Western Peripheral Route (AWPR) opening and the effects of COVID-19. Therefore, a comparator set of data using the Council's City Voice surveys was used to ascertain whether any trends could be established in the

data. On comparing the data this showed similar results to the original indicators, although it was not possible to do a direct comparison as the questions asked in the City Voice surveys were different to the questions asked in the Scottish Household Surveys (SHS), which were one of the main sources of data for the original indicators.

2.2.8 Taking both new and original sources into account, a Red, Amber Green (RAG) analysis of the 6 current LTS outcomes, presented below in Table 3, shows that most outcomes have remained relatively stable, with only two having shown modest increases. This is due mainly to mixed results in the indicators with some indicators having increased slightly, whilst others have declined slightly, therefore cancelling out each other, thus showing no change overall. There is therefore the opportunity for the next LTS to build on this modest start to achieve the wider aim of increasing modal shift to active and sustainable travel by providing both the infrastructure and opportunity for more sustainable travel modes. It also provides a great opportunity to look at how future outcomes are monitored and whether new sources of data are required.

Table 3 – RAG analysis of the current LTS outcomes

Outcome	Sources	RAG Analysis
Increased modal share for public transport and active travel	SHS and Hands Up Scotland Survey (HUSS), City Voice	=
Reduce the need to travel and reduce the dependence on the private car	SHS and Aberdeen City Council (ACC) Internal Data, City Voice	↑
Improved journey time reliability for all modes	Scottish Transport Statistics (STS), City Voice	↑
Improved road safety within the city	STS, City Voice	=
Improved air quality and the environment	ACC Internal Data	=
Improved accessibility to transport for all	Operator's websites, Nestrans Monitoring Report 2020 and Passenger Focus, City Voice	=

2.2.9 The infographics below for the SHS and STS data and City Voice "Travel to work" data show the percentage reduction or increase for each transport mode. SHS/ STS data spans 2015 to 2019 (the latest year available) with City Voice spanning 2017-2020. It can be seen that although they are not directly comparable, the data is relatively similar with both showing modest increases or decreases as appropriate

Chart 2 - SHS/STS Infographic

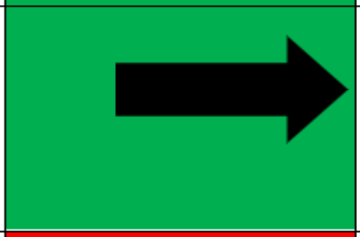
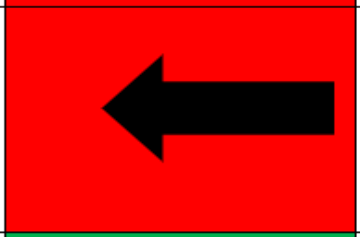
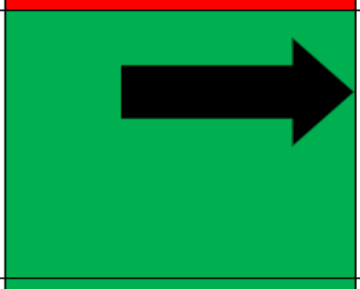
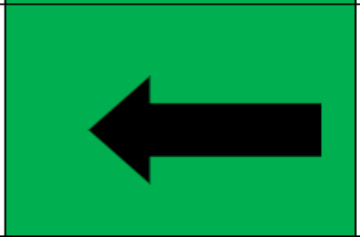
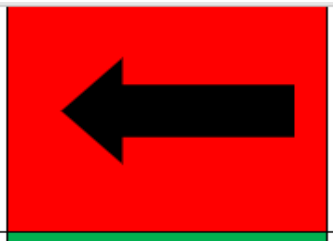
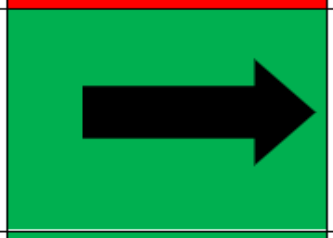
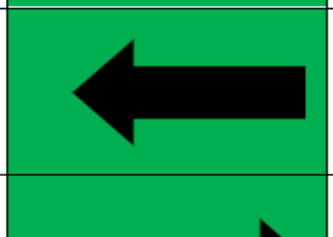
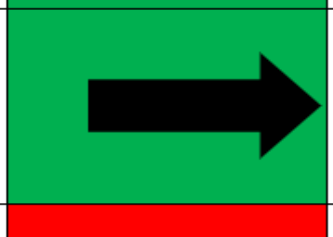
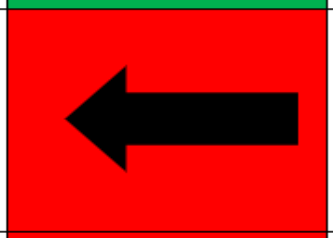
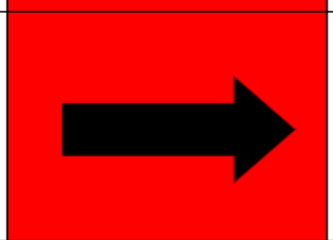
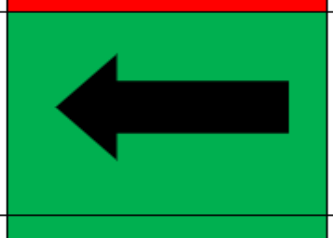
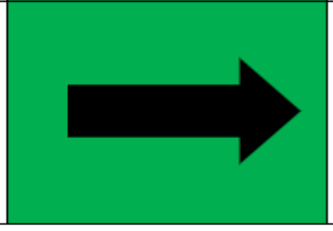
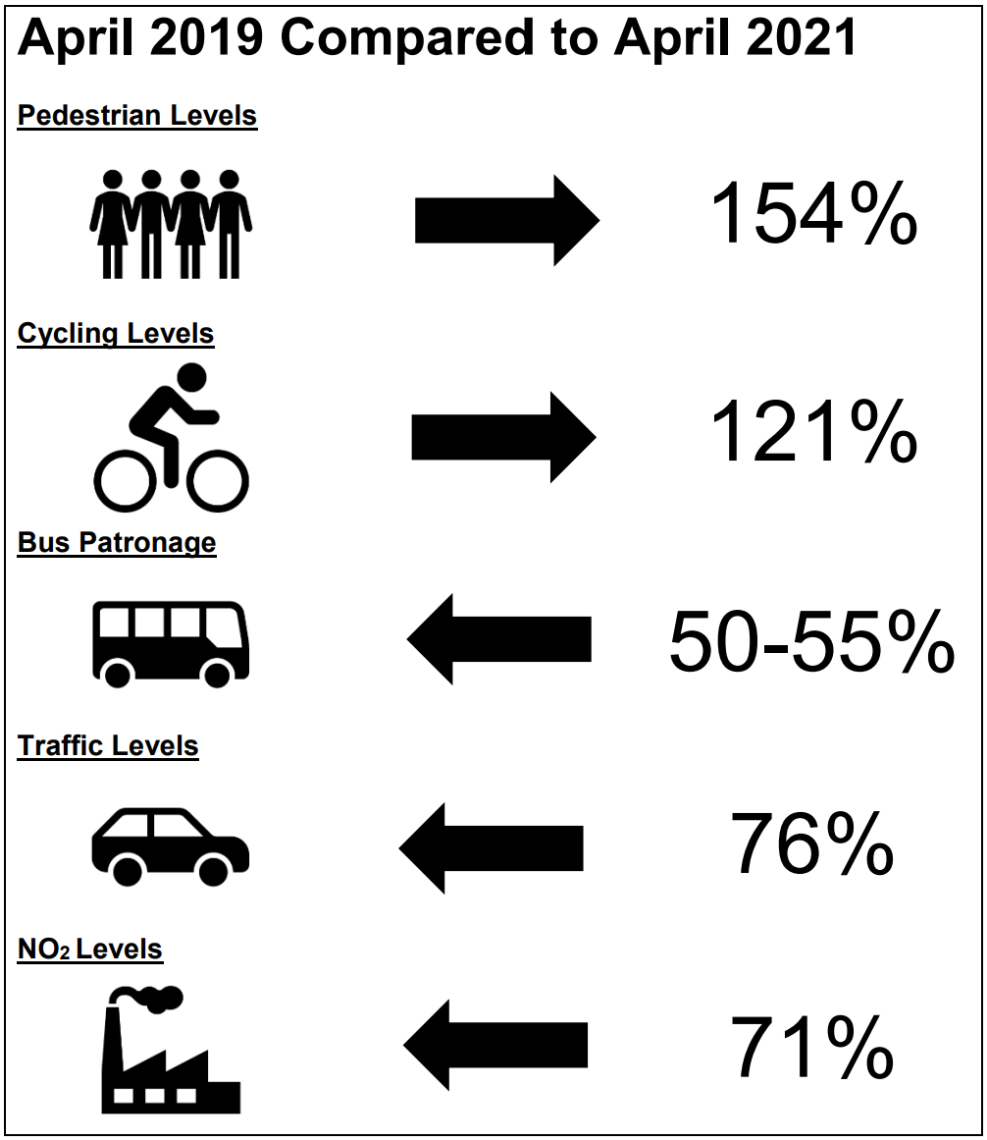
Pedestrian Levels 		3.1%
Cycling Levels 		1.4%
Bus Patronage 		3.8%
Train Patronage 		0.5%
Car/Van passenger 		4.4%
Car/van driver 		9.6%

Chart 3 – City Voice Infographic

Pedestrian Levels 		2.7%
Cycling Levels 		0.3%
Bus Patronage 		2.8%
Park and Ride 		1.1%
Train Patronage 		0.2%
Car 		4.5%
Car Passenger 		1.4%
Motorbike 		0.1%

2.2.10 However, they, do not take account of the effects of COVID-19. Therefore, data was collected internally both by the Council and Nestrans, together with Transport Scotland data to examine the effect that the COVID-19 pandemic has had on the city's transport network. The final infographic below shows the change between pre-COVID figures in 2019 and the same month two years later. In this case the percentages are shown differently so anything over 100% is an increase and an amount like 71% means something is at 71% of its previous level. There was a significant rise in walking and cycling, whilst both car use and public transport usage showed significant reductions. Given that the advice was to stay at home, except for essential journeys and to work from home, this was perhaps to be expected. It was also perhaps to be expected that NO_2 levels would fall too, given that transport is a major contributor to NO_2 levels.

Chart 4 – COVID Data monitoring



2.2.11 What is clear from the Covid infographic is the dramatic effect that a major shock, can have on the transport system. However, it also shows the

opportunities that can arise if radical and ambitious policies and targets are implemented in an effort to reach net zero and achieve a true shift in travel behaviour to more sustainable travel modes.

2.2.12 Restrictions have been lifted following the second lockdown. Comparisons with February 2019 and February 2022 are shown in Table 4 below

Table 4 – Mode share changes between 2019 and 2022

Mode	% change in level in February 2022 compared with February 2019
Walking	+43%
Cycling	-32%
Bus	-40%
Traffic	-19%

2.2.13 This shows that walking levels remain higher than pre-pandemic levels. Although traffic levels and public transport usage have grown compared with levels during the pandemic they still remain lower than pre-pandemic ones. Cycling, which experienced growth during the pandemic has now reduced to below the pre-pandemic level at the monitoring sites.

2.2.14 Travel behaviour studies, undertaken at Regional level by NESTRANS during COVID-19 restrictions, show that there is still apprehension from the public about the risk of contracting Covid through using public transport with nearly 80% of people stating they have concerns. This is despite the stringent cleaning routines that operators have put in place. There is therefore a need for a publicity campaign to promote public transport as being a safe mode of transport as the recovery continues.

2.2.15 Longer term, almost half of the respondents said they would like to work more flexibly. There is also an expectation that video conferencing will become the norm with the majority (84%) of respondents to the survey in January 2022, anticipating that virtual meetings will replace some, or all, face to face business meetings/ trips once all restrictions were lifted.

2.2.16 It is clear therefore that Covid will have an effect on how we work and travel and that there will be opportunities to be gained from this change in attitudes and behaviour. The next version of the LTS must therefore take account of this change in attitudes and behaviours and take advantage of the opportunities created by the changing attitudes to travel.

2.2.17 A more detailed account of this can be found in Appendix 4. (This will be available online)

Section 3 – What do public and stakeholders regard as the main issues for transport?

3.1 Main issues public consultation

3.1.1 The Aberdeen Local Transport Strategy main issues consultation was published online for responses for a period of 6 weeks from 4th October to 14th November 2021. A total of 384 online responses were received. 15 questions were asked; of which 10 were in direct relation to the local transport strategy and the remaining 5 were demographic questions.

3.1.2 The consultation was open to both members of the public and organisations. A range of key stakeholders were also contacted directly and were asked to respond to the questionnaire. In addition to the 384 online responses, 3 stakeholders also submitted written responses – NESTRANS, Aberdeenshire Council and The Aberdeen Cycle Forum. NESTRANS and Aberdeenshire Council both required committee/ board approval of their responses prior to submission so could not submit in the online survey format. The views of the Aberdeen Cycle Forum did not follow the questionnaire template but were consistent with other comments from the online survey concerning active travel, particularly around the issues.

3.1.3 Of the 387 responses received , 373 (96%) responses were from individuals, while 12 (4%) responses were on behalf of an organisation.

3.2 Challenges

3.2.1 When asked to identify what they thought were the current and future problems affecting transport, the following, Shown in Table 5, emerged as the most popular answers:

Table 5 – Current and Future Challenges

Current Challenges	Future Challenges
Congestion/Traffic Bottlenecks	Continued Car-Dependency
Emissions/Pollution/Climate Change issues	More Congestion/Traffic Build-up
Lack of / Limited Public Transport Options	Continued Pollution/Emissions
Unreliable/Poor Bus Services	Continued Lack of Public Transport Options
Too Many Cars/Heavy Car-Dependency	Further Decline of the City Centre
Lack of Cycling Infrastructure & Facilities	Inequality/Socio-economic Disparity
Expensive Public Transport Fares	Limited/Insufficient EV Charging Infrastructure
Declining Patronage of the City Centre	Continued Lack of Cycling Infrastructure
Indiscriminate Parking/Lack of Parking Enforcement	Continued User Conflict on Limited Infrastructure between Pedestrians, Cyclists, and motorised vehicles
Lack of Integrated Public Transport Services	Pressure on the Transport System due to New Developments

Closure of Union Street	Continued closure of Union Street will further exacerbate congestion around the City Centre

3.3 Opportunities

3.3.1 When asked to identify what they thought were the current and future opportunities affecting transport, the following, shown in Table 6, emerged as the most popular answers:

Table 6 – Current and Future Opportunities

Current Opportunities	Future Opportunities
Provision of Better Bus Services including Routing, Fares, Wayfinding Information & Bus Hubs	Improve the Public Transport System/Increase Public Transport Options such as more local Train Stations, Tram or Subway
Increase Uptake of Active Travel / Create an Environment that facilitates more Walking & Cycling / Provide Safe Cycling Infrastructure such as protected cycle lanes, storage facilities, comprehensive network	More Regular Bus and Train Services & Cheaper Fares
Encourage More Clean Fuel Public Transport e.g. Hydrogen/Electric Buses/Vehicles	Better EV Charging Network/Increase EV Charging Points
Provide A Good Transport System That is Well-Linked & Connected	Better Enforcement of Parking & Driving Offences
Decrease Road Traffic/Create Less Car-centric Transport System	Implement Safer Cycle Networks/Segregated Lanes
Increase Access to the City Centre to Keep It Alive	Link Rail Transport to the Airport
Increase EV charging Points/Infrastructure	Increase Number of car club EVs
Enforce the Use of Park & Rides	Build a Park & Ride South of Aberdeen with Good Cycle Facilities
Open Castlegate to Buses Linking It to The Beach Area	Encourage the Use of Park & Rides also Making It a Bus Hub
Pedestrianise Union Street/Open to Bus & Taxi	Reduce Number of Cars On Roads

3.3.2 Rather than opportunities – external factors or other projects which could actually assist the development of the transport network – this list read more like a list of solutions to problems. Were this exercise to be repeated it may be beneficial to amend the wording of the question. However, the feedback obtained will still prove useful in establishing what respondents consider to be the main solutions or projects to focus upon.

3.3.3 From the direct stakeholder responses, from NESTRANS and Aberdeenshire Council, the following key opportunities, shown in Table 7, emerged:

Table 7 – Key Opportunities

Changing attitudes to walking and cycling as a result of COVID-19 pandemic	New developments where sustainable transport, and its encouragement, can be built in from the start
Changing national standards for cycle infrastructure	Multi-modal corridor studies
Increasing demand for rail travel	City centre masterplan
Low emission zone	Sustainable transport hierarchy
Bus partnership fund	Further hydrogen refuelling opportunities

3.4 What does and does not work well

3.4.1 On the question of what currently works well or not in Aberdeen with respect to transport, there were 324 online responses to what works well and 354 online responses to what does not work well. Outlined in Table 8 below are the 10 most frequently mentioned responses.

Table 8 – What does and does not work well

What Works Well	**What Does Not Work Well**
Walking/Pedestrian Areas/Wide Pavement in City Centre & Beach	Irregular Pavement Surfaces
Easy to Navigate City by Car	Bus Services
The Aberdeen Western Peripheral Route Taking Through Traffic Out of The City	Expensive Taxi Fare/Poor Late Night Taxi Availability
Car Clubs	Public Transport Integration/Interconnection
Airport Shuttle Bus	Priority Given to Cars/Car-centric Aberdeen
Taxi Service/Some Bus Routes	High Number of Vehicles on Union Street
Uptake of Hydrogen Buses/ Electric Vehicles	High Parking Charges/Insufficient Parking
Union Street Closure/Spaces for People	Potholes/Road Maintenance
Lighter Traffic due to Remote Working	Substandard Cycle Network/Short Cycle Lanes/Motorists Parking on Advisory Cycle Lanes/Lack of Segregated Cycle Lanes/Narrow Shared Use Paths

Rail Service	Poor Rail Network/Lack of Rail Connection to Airport/Limited Number of Train Stations/Lack of Train Stations, Tram/Tube

3.4.2 A frequently mentioned response that has not been included in the table for what works well was the response *Nothing/Not Much/Not a Lot/Unsure*. Around 114 respondents registered this as their response.

3.5 Potential solutions

3.5.1 Respondents were then asked to suggest solutions for things that do not work well in Aberdeen; there were 313 online responses, and the following, in Table 9, are the most frequently mentioned:

Table 9 – Potential Solutions

1.)	Prioritise Active Travel and Provide Dedicated Cycle Infrastructure that is Segregated, Safe & Well-Linked
2.)	Improve Bus Services by Making Fares Cheaper, Services Efficient & Reliable, Placing More Buses on More Routes, Better Co-ordination of Bus Connections
3.)	Provide More Charging Points for Electric Vehicles
4.)	Improve Public Transport Links and infrastructure as well as Integration with Active Travel
5.)	Open Union Street
6.)	Use Park & Rides/Make Bridge of Don Park & Ride a Transport Hub for the North of Aberdeen

3.6 Other areas that transport should complement and enable

3.6.1 Respondents were next invited to rank 7 factors that the transport system should take account of in the order of *most important* to *least important* on a scale of 1 to 7 respectively (with a score of 1 being highest importance). The scores that online respondents provided for each of the activities were totalled up and divided by the number of respondents to each activity which gave the following average scores, shown in Table 10:

Table 10 – Other areas that transport should complement and enable

Factor	Score (out of 7)	Rank
Enabling communities/ people	2.8	1
Environment	3.1	2
Economy	3.3	3
Physical Health	3.4	4
Mental Health	3.5	5
Land Use	3.7	6
Placemaking	4.2	7

3.6.2 The accompanying comments suggested that not everyone was very familiar with the concept of placemaking. Again, this may benefit from better explanation in a future questionnaire.

Section 4 – Changes to the policy and strategy context since 2016 which could impact upon a new LTS

4.1 Table 11 below shows the key Policies, Plans, Studies and Strategies at National, Regional and Local level which will inform the next LTS. These are colour coded depending on whether they are National (peach), Regional (blue) or Local (green)

Table 11 – Key Policies, Plans, Studies and Strategies

National Transport Strategy 2	Scottish Government Hydrogen Policy Statement	Forest and Woodland Strategy for Aberdeenshire and Aberdeen
Strategic Transport Projects Review 2	UK Hydrogen Strategy	River Dee Catchment Management Plan
Transport (Scotland) Acts 2019	Draft infrastructure investment for Scotland 2021/2 – 2025/6	North East Flood Risk Management Plan
National Planning Framework 4	Consultation on changes to building standards	Aberdeen Local Development Plan
Designing Streets	Free bus travel to under 22s	Aberdeen Local Development Plan Transport and Accessibility Supplementary Guidance
National Roads Development Guide	National Flood Risk Assessment 2018	Aberdeen Local Development Plan Planning Obligations Supplementary Guidance

Cycling by Design	Nestrans 2040 - Regional Transport Strategy	Working in Partnership for Aberdeen – Aberdeen's SNP and Liberal Democrat Partnership agreement
Cycling Action Plan for Scotland	Nestrans Bus Action Plan	Aberdeen Local Outcome Improvement Plan
National Walking Strategy	North East Bus Alliance Quality Partnership Agreement 2018	Mobility Strategy: Net Zero Aberdeen
Active Travel Task Force Delivery Plan	Nestrans – Fares and Ticketing Action Plan Update 2017	Aberdeen City Council Delivery Plan
Active Travel Outcomes Framework 2019	Nestrans State of the bus network report	Aberdeen Active Travel Action Plan
Rail Enhancements and Capital Investment Strategy	Nestrans Park and Ride Study - Final Report	Aberdeen Sustainable Urban Mobility Plan
Scotland's Accessible Travel Framework	Nestrans Rail Action Plan	Aberdeen Electric Vehicle Framework
Smart and Integrated Ticketing and Payments Delivery Strategy 2018	Nestrans Freight Distribution Strategy	Aberdeen Net Zero Vision and Strategic Infrastructure Plan
Scotland's National Marine Plan	Nestrans Freight Strategy	Aberdeen City Centre Masterplan
Cleaner Air for Scotland 2	Nestrans – Final Assessment of Freight in Aberdeen and Aberdeenshire 2020	Aberdeen Core Paths Plan
National Low Emission Framework	Nestrans Active Travel Action Plan	Council Climate Change Plan 2021-2025
A Network Fit For The Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network (Jan 2022)	Nestrans Ultra Low Emission Vehicles Strategy	Aberdeen Hydrogen Strategy
Scotland's Road Safety Framework to 2030.	Aberdeen City and Shire Regional Parking Strategy	Aberdeenshire Local Transport Strategy
Climate Change (Emissions Reduction Targets) (Scotland) Act 2019	North East casualty reduction strategy	Local COVID-19 response planning
Climate Change Delivery Plan	Nestrans – Covid 19 Travel Behaviour Study	Aberdeen Adapts: Climate Adaptation Framework
Air Quality (Scotland) Regulations	North East Scotland Roads Hierarchy	North East Casualty Reduction Strategy (2017)
Climate Ready Scotland: Climate Adaptation Programme 2019-2024	Health and Transport Action Plan	Road Safety Plan for Aberdeen City (2019-2022)
The Low Emission Zones (Emission Standards, Exemptions and	Aberdeen City and Shire Strategic Development Plan	Aberdeen Open Space Strategy

Enforcement) (Scotland) Regulations 2021		
Consultation on the 20% Reduction in Car km Route Map	North East Scotland Regional Economic Strategy	North and South Dee studies
Scottish Energy Strategy	City Region Deal	Aberdeen Air Quality Action Plan
Just Transition: A fairer, greener Scotland	North East of Scotland Local Biodiversity Action Plan	Aberdeen Agglomeration Noise Action Plan

Section 5 – Turning these findings into a new LTS

5.1 Key drivers

5.1.1 Having reviewed the findings from the review of the previous LTS, the public and stakeholder consultation and examined the key policies, plans and strategies, the Key Drivers for a new LTS could be established along with a finalised list of challenges and opportunities

5.1.2 The key drivers for the next LTS, emerging from the review of transport context, consultation and current LTS are:

Climate and Environment – Adaptation and Mitigation

- Net Zero Emissions targets (Decarbonising of the transport sector, contributing to Net Zero by 2045, SG).
- Reduction of car km by 20% by 2030 (SG Climate Change Action plan).
- 50:50 mode split between car and sustainable transport by 2040 with higher sustainable ratio in urban areas (NESTRANS RTS).
- Reduction in proportion of journeys by car drivers to less than 50% by 2030 (Net Zero Aberdeen Routemap)
- Nature crisis - Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026 (ACC LOIP)
- Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate (ACC LOIP)
- Declaration of a Climate and Nature Emergency in Aberdeen (Council Administration)
- Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible (ACC Partnership statement)

Health

- Air quality issues (Air cleaner than WHO standards by 2040 for transport emissions, NESTRANS RTS).
- Improve the physical health and wellbeing of people (ACC LOIP).

- Safety (Zero fatalities on the road network by 2040 (NESTRANS RTS), 50% reduction in people killed by 2030, 50% reduction in people seriously injured by 2030 , 60% reduction in children (aged <16) killed by 2030, 60% reduction in children (aged <16) seriously injured (Scotland's Road Safety Framework to 2030)

Economy and Efficiency

- Supporting the economy (No one will suffer due to poverty by 2026, ACC LOIP).
- Need to make best use of the existing transport network (NESTRANS RTS).
- Maintenance and management.

Technology

- Phase out the need for petrol and diesel cars and vans by 2030 (SG),
- Global development of Mobility As A Service (MaaS)
- Improvement to IT technologies allows more information and services to be accessed virtually
- Evidence that young people see phone and connectivity as main status symbol nowadays rather than car

Placemaking

- Placemaking (20 minute neighbourhoods - NPF4)
- 20% reduction in traffic needed for CCMP
- Accessibility issues (Accessibility for all (NESTRANS RTS)).
- Promoting a positive 'sense of place' - design/materials/soft landscaping/maintenance

5.2 Key Challenges and Opportunities

5.2.1 The following key challenges and opportunities emerging from the review are;

Challenges

- People do not feel safe cycling and feel there is a lack of cycling facilities on routes.
- Key destinations, such as the city centre and the bus/ rail station need better active travel links.
- People, especially children, and even more so girls, are not getting enough of their recommended exercise.
- Declining public transport patronage, exacerbated by COVID-19 restrictions.
- Condition of roads, footways and pathways.
- Enforcement of illegal parking and poor road user behaviour.
- Greenhouse gas emissions plus noise and air pollution from transport.
- Congestion.

- Lack of public places to charge EVs, especially for those who cannot charge at home.
- Ageing population
- Transport inequalities
- Declining patronage of city centre
- Mitigating the transport impact of new developments
- Meeting National, Regional and Local Targets

Opportunities

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

5.3 STAG Process

5.3.1 Establishing these key Drivers, Challenges and Opportunities is the first stage of the Strategic Transport Appraisal Guidance (STAG) based process.

5.3.2 Having done this, the next stage is the setting of specific Transport Planning Objectives (TPOs) to inform the content and strategic direction of the next LTS, and address the Drivers, Challenges and Opportunities.

5.4 Transport Planning Objectives

5.4.1 Eight Transport Planning Objectives (TPOs) are proposed

- 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

5.4.2 Tables demonstrating how the TPOs fit with the Key Drivers, Opportunities and Challenges are shown below

Table 12 - TPOs versus Key Drivers

Key Driver	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8
Climate and Environment - Adaptation and Mitigation								
Net Zero Emissions targets (Decarbonising of the transport sector, contributing to Net Zero by 2045, SG).	X							X
Reduction of car km by 20% by 2030 (SG Climate Change Action plan).	X	X	X					X

Key Driver	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8
50:50 mode split between car and sustainable transport by 2040 with higher sustainable ratio in urban areas (NESTRANS RTS).	X	X	X	X	X	X		X
Reduction in proportion of journeys by car drivers to less than 50% by 2030 (Net Zero Aberdeen Routemap)	X	X	X	X	X	X		X
Nature crisis - Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026 (ACC LOIP)	X	X				X		
Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate (ACC LOIP)	X							X
Declaration of a Climate and Nature emergency in 2023	X							X
Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible (ACC Partnership statement)	X							X
Health								
Air quality issues (Air cleaner than WHO standards by 2040 for transport emissions, NESTRANS RTS).	X	X	X		X			

Key Driver	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8
Improve the physical health and wellbeing of people (ACC LOIP).	X	X			X	X		
Safety (Zero fatalities on the road network by 2040, NESTRANS RTS). 50% reduction in people killed by 2030, 50% reduction in people seriously injured by 2030 , 60% reduction in children (aged <16) killed by 2030, 60% reduction in children (aged <16) seriously injured		X	X	X	X			X
Economy and Efficiency								
Supporting the economy (No one will suffer due to poverty by 2026, ACC LOIP).		X		X	X			
Need to make best use of the existing transport network (NESTRANS RTS).			X	X	X	X	X	X
Maintenance and management.		X	X	X	X	X	X	X
Technology								
Technology - Phase out the need for petrol and diesel cars and vans by 2030 (SG),	X	X				X	X	
Mobility As A Service (MaaS)	X	X		X	X	X	X	X
Improvements to IT technologies					X	X	X	X
Status symbol of cars changing to phone and connectivity							X	X
Placemaking								
Placemaking (20 minute neighbourhoods - NPF4)	X	X	X	X	X	X		X

Key Driver	TPO 1	TPO 2	TPO 3	TPO 4	TPO 5	TPO 6	TPO 7	TPO 8
20% reduction in traffic needed for CCMP	X	X	X	X	X	X	X	X
Accessibility issues (Accessibility for all (NESTRANS RTS)).			X		X			
Promoting a positive 'sense of place' - design/materials/soft landscaping/maintenance		X	X	X	X	X		X

Table 13 - TPOs versus Challenges and Opportunities

	TP01	TP02	TP03	TP04	TP05	TP06	TP07	TP08
Challenges								
People do not feel safe cycling and feel there is a lack of cycling facilities on routes.			X		X			X
Key destinations, such as the city centre and the bus/ rail station need better active travel links.	X	X	X	X	X	X		X
People, especially children, and even more so girls, are not getting enough of their recommended exercise.		X	X		X			X
Declining public transport patronage, exacerbated by COVID-19 restrictions.			X		X	X	X	X
Condition of roads, footways and pathways.		X	X	X	X	X	X	X
Enforcement of illegal parking and poor road user behaviour.	X	X	X	X	X	X		X

	TP01	TP02	TP03	TP04	TP05	TP06	TP07	TP08
Challenges								
Greenhouse gas emissions plus noise and air pollution from transport.	X	X	X		X			X
Congestion.	X					X		X
Lack of public places to charge EVs, especially for those who cannot charge at home.	X			X	X	X	X	
Ageing population		X	X		X			
Transport inequalities		X	X	X	X	X		X
Declining patronage of city centre	X	X	X	X	X	X	X	X
Mitigating the transport impact of new developments	X	X	X	X	X	X	X	X
Meeting National, Regional and Local Targets	X	X	X	X	X	X	X	X
Opportunities								
Bus Partnership Fund - Multi-modal corridor studies being undertaken to identify opportunities for active and sustainable travel and funding to develop the business case for Aberdeen Rapid Transit. The fund also offers a mechanism for delivery	X	X	X	X	X	X	X	X
City Centre Masterplan refresh and Beach Masterplan.	X	X	X	X	X	X		X

	TP01	TP02	TP03	TP04	TP05	TP06	TP07	TP08
Opportunities								
NPF4 recognises Aberdeen Harbour, Aberdeen Rapid Transit and National walking, wheeling and cycling. network as National Developments.	X	X	X	X	X	X	X	X
STPR2 recognises Aberdeen Rapid Transit as a major opportunity for the North East along with Active Travel freeways and cycle parking hubs, rail improvements between Aberdeen and the central belt and identifies improved port and freight opportunities.	X	X	X	X	X	X	X	X
Partnership working to share ideas and deliver projects.	X	X	X	X	X	X	X	X
Changes to work related travel brought about by COVID-19 – more people working from home more often.	X		X	X			X	X
City Centre Low Emission Zone	X	X	X			X	X	X
Locking in Strategic improvements – road and rail. AWPR provides route for strategic traffic round the city to allow more space to be given to more sustainable transport modes in city while double	X	X	X	X	X	X		X

tracking of railway line to north west of Aberdeen creates more capacity to facilitate more rail improvements								
	TP01	TP02	TP03	TP04	TP05	TP06	TP07	TP08
Challenges								
Improved digital capabilities.	X					X	X	X
External Funding opportunities from National, Regional and Local bodies are available to facilitate improvements to transport network without being wholly reliant on Council funding .	X	X	X	X	X	X	X	X
New Regional Transport Strategy, NESTRANS 2040, now adopted and can inform new LTS	X	X	X	X	X	X	X	X
Transport (Scotland) Act 2019, provides new powers and opportunities for Local Authorities around bus services, parking, enforcement, low emission zones, roadworks, smart ticketing and workplace parking licensing	X	X	X	X	X	X	X	X

5.4.3 The TPOs have been assessed to ensure that they are SMART (Specific, Measurable, Attainable, Relevant and Time based). Further details are in Appendix D to the main LTS document

5.5 Outcomes and Lifespan

5.5.1 In light of the Key Drivers, and further details which stemmed from the review of key Policies, Plans and Strategies at National, Regional and Local level,

the following outcomes have been identified for the next LTS. As many of the targets in the policies, plans and strategies went up to 2030, if seems sensible to align the LTS with these. Therefore, rather than lasting for the traditional 5 years, it is proposed to align the LTS with these and ensure it covers the extended time period to 2030.

5.5.2 However, given that there are many targets in these key documents that are beyond 2030, it is suggested that these are also clearly stated so that the LTS can demonstrate that it is working towards them and they can be picked up in future LTSs. Therefore, the outcomes have been split into two.

- Those which should be realised in the lifespan of this new LTS
- Those which will go beyond it

5.5.3 The LTS should achieve the following outcomes, shown in Table 14 below, by 2030

Table 14 – Outcomes for lifespan of next LTS

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

5.5.4 These should contribute towards the following longer-term outcomes, shown in Table 15, by 2045 (Beyond the life of this LTS)

Table 15 – Longer-term outcomes

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre	P. A transport network which is resilient and can cope with external disruptors

5.5.5 Further details of the outcomes and how to measure them can be found in Appendix B to the main LTS document

5.6 Outputs

5.6.1 The outcomes listed above would be achieved by focusing on the following outputs outlined in Table 16

Table 16 – Outputs for next LTS

Outputs	
More high quality active travel infrastructure in Aberdeen.	More EV charging and Hydrogen Refuelling Infrastructure and supporting measures in Aberdeen.
Maintenance of existing facilities in Aberdeen.	An Aberdeen Parking Framework.
Aberdeen Rapid Transit and faster, more frequent and more reliable public transport options.	Improved sustainable transport links to, from and within Aberdeen city centre.

More Car Club cars, more Car Club locations and more people signed up as Car Club members.	Mobility As A Service (MAAS) development in Aberdeen.
Development and delivery of the Aberdeen city centre and Beach masterplan.	An Aberdeen Parking Framework.
More hire bikes, locations and more people signed up as bike hire members. More bike refurbishment schemes.	Behaviour Change schemes and campaigns (Education, Information, Awareness raising) in Aberdeen.
Reallocation of road space in Aberdeen.	Enforcement of the Low Emission Zone (LEZ).
More interchange points between modes of transport.	Climate adaption measures built into new transport Infrastructure.

5.7 Vision

5.7.1 In light of the key drivers, challenges, opportunities and the TPOs, Outcomes and Outputs that the LTS will need to cover, it is proposed to amend the Vision that was set in the 2016 LTS to better reflect the current context. Table 16 below presents the new vision alongside the current one.

Table 17 – Existing vision and next LTS vision

New LTS Vision (2023-2045)	Previous LTS Vision (2016-2021)
"A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City".	"A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment".

Section 6 – Next Steps

6.1 Option Appraisal

6.1.1 Having established the main issues – the key challenges and opportunities along with the drivers, required outcomes and outputs – and set TPOs to meet them, the next stage is develop options for approaches that the LTS can take. This option generation stage has seen the following scenarios taken forward for consideration

- Do Minimum - Committed projects only with nothing in addition, routine management and maintenance
- Active Travel Max – Do minimum plus extra prioritised investment in the planning, implementation and promotion of walking, wheeling and cycling, infrastructure and supporting measures

- Public Transport Max – Do minimum plus extra prioritised investment in the planning, implementation and promotion of bus and rail infrastructure and supporting measures
- Low carbon fuels max – Do minimum plus extra investment in the planning, implementation and promotion of low carbon refuelling infrastructure – Including EV and hydrogen – and supporting measures
- Active, sustainable and low carbon transport system (positive encouragement/ do medium) - An integrated option. Do minimum plus continuing to improve walking, wheeling. cycling and public transport infrastructure across the city, further developing plans for Aberdeen Rapid Transit and a Smart Transport App, further rollout of EV charging and hydrogen refuelling infrastructure and further encouragement of car club expansion. Supported by parking and traffic management approaches to demand management and all backed up by comprehensive awareness raising campaigns
- Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum). – An integrated option. Do minimum plus large-scale investment and engineering works to prioritise segregated cycle lanes and bus lanes on all major corridors on approach to the city centre and road space prioritised to active and sustainable modes throughout the city centre with motorised traffic restricted where space constraints exist. Will see delivery of Aberdeen Rapid Transit, evolution of Mobility as a Service and large-scale rollout of electric vehicle charge points, hydrogen refuelling infrastructure and car club vehicles across the city. All supported by major demand management measures – parking restrictions, increased parking tariffs and banning of certain vehicle types – to further encourage use of sustainable transport. All backed up by comprehensive awareness raising and educational campaigns.

6.1.2 These six options will be taken forward to the Option appraisal stage where they will be appraised against the TPOs and the STAG criteria shown in Table 18. More details can be found in Appendix B to the main LTS Document

Table 18 – TPOs and STAG Criteria for Option Appraisal

Transport Planning Objectives (TPOs)	Scottish Transport Appraisal Guidance (STAG) Criteria
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	S1. Environment
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	S2. Climate Change
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	S3. Health, Safety and Wellbeing
TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	S4. Economy
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	S5. Equality and Accessibility

TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	S6. Feasibility
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	S7. Affordability
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	S8. Likely public acceptability

Appendices

Appendix 1 – Reviewing of actions from the previous LTS (2016-2021). (This will be available online).

Appendix 2 – Further consultation details. (This will be available online).

Appendix 3 – Review of the relevant policies, plans, strategies and projects at National, Regional and Local level to establish what had changed since the previous LTS. (This will be available online).

Appendix 4 – Further details of the monitoring of LTS Outcomes and Indicators for the 2016-2021 LTS. (This will be available online).

Appendix B

Option Appraisal Report

1.0 Aberdeen Local Transport Strategy (2023-2030) STAG Appraisal Process

1.0.1 Having identified the main issues for the next LTS to cover, and presented these in the main issues report, the next stage was to identify different overarching approaches for the LTS to take in order to best meet these main issues.

1.0.2 In order to do this a Scottish Transport Appraisal Guidance (STAG) based approach was followed. This required a range of options to be identified.

1.1 Initial Option Generation

1.1.1 Initially four options were worked up by the Core Team responsible for developing the next LTS

- Do Minimum - Committed projects only with nothing in addition
- Active and sustainable transport Max – Do minimum plus extra investment in the planning, implementation and promotion of walking, wheeling, cycling, bus and rail infrastructure and supporting measures
- Low carbon fuels max – Do minimum plus extra investment in the planning, implementation and promotion of low carbon refuelling infrastructure – Including EV and hydrogen – and supporting measures
- Multi-modal - Investment in the planning, implementation and promotion of walking, wheeling, cycling, public transport, freight, car club, shared vehicle and low carbon refuelling infrastructure and supporting measures.

1.1.2 As part of discussion amongst the team, it was decided that the “Active and sustainable transport max” option should be split into two separate options of “Active travel max” and “Public transport max” while the “multi-modal” should be renamed “Active, sustainable and low carbon transport system” and split into two levels of intensity – Essentially a “Do medium” and a “Do maximum”. It was also recommended that, to aid the appraisal, a more detailed specification should be developed for each option too.

1.1.3 Following this, the options were reworked into the following final six options

- "Do Minimum” - Committed projects only with nothing in addition, routine management and maintenance.
- "Active Travel Max” – “Do minimum” plus extra prioritised investment in the planning, implementation and promotion of walking, wheeling and cycling, infrastructure and supporting measures.
- “Public Transport Max” – “Do minimum” plus extra prioritised investment in the planning, implementation and promotion of bus and rail infrastructure and supporting measures
- “Low carbon fuels max” – “Do minimum” plus extra investment in the planning, implementation and promotion of low carbon refuelling infrastructure – Including EV and hydrogen – and supporting measures
- “Active, sustainable and low carbon transport system (positive encouragement/ do medium)” - An integrated option. “Do minimum” plus continuing to improve walking, wheeling. cycling and public transport infrastructure across the city, further

developing plans for Aberdeen Rapid Transit and a Smart Transport App, further rollout of EV charging and hydrogen refuelling infrastructure and further encouragement of car club expansion. Supported by parking and traffic management approaches to demand management and all backed up by comprehensive awareness raising campaigns

- "Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum)". – An integrated option. "Do minimum" plus large-scale investment and engineering works to prioritise segregated cycle lanes and bus lanes on all major corridors on approach to the city centre and road space prioritised to active and sustainable modes throughout the city centre with motorised traffic restricted where space constraints exist. Will see delivery of Aberdeen Rapid Transit, evolution of Mobility as a Service and large-scale rollout of electric vehicle charge points, hydrogen refuelling infrastructure and car club vehicles across the city. All supported by major demand management measures – parking restrictions, increased parking tariffs and banning of certain vehicle types – to further encourage use of sustainable transport. All backed up by comprehensive awareness raising and educational campaigns.

1.2 Option Appraisal

1.2.1 These six options were then presented to the Core Team for appraisal. To do this, each option was appraised against the eight Transport Planning Objectives (TPOs), which were developed through the Main Issues process, and the eight STAG criteria. These were as follows in table 1

Table 1 – TPOs and STAG Criteria for Option Appraisal

Transport Planning Objectives (TPOs)	Scottish Transport Appraisal Guidance (STAG) Criteria
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	S1. Environment
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	S2. Climate Change
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	S3. Health, Safety and Wellbeing
TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	S4. Economy
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	S5. Equality and Accessibility
TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	S6. Feasibility
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	S7. Affordability
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	S8. Likely public acceptability

1.2.2 Each of the six options was then scored by core team members against each of the sixteen criteria (the eight TPOs and the eight STAG criteria) using the following scale shown in table 2.

Table 2 – Scoring Key

Score	Criteria	Colour Code
Major benefit - these are benefits or positive impacts which, depending on the scale of benefit or severity of impact, the practitioner feels should be a principal consideration when assessing a option's eligibility for funding;	✓✓✓	
Moderate benefit - the option is anticipated to have only a moderate benefit or positive impact. Moderate benefits and impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together do so;	✓✓	
Minor benefit - the option is anticipated to have only a small benefit or positive impact. Small benefits or impacts are those which are worth noting, but the practitioner believes are not likely to contribute materially to determining whether an option is funded or otherwise.	✓	
No benefit or impact - the option is anticipated to have no or negligible benefit or negative impact.	0	
Small minor cost or negative impact - the option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together could do so.	X	
Moderate cost or negative impact - the option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together could do so;	XX	
Major cost or negative impacts - these are costs or negative impacts which, depending on the scale of cost or severity of impact, the practitioner should take into consideration when assessing an option's eligibility for funding.	XXX	

1.2.3 All Core team members were asked to score the options individually with all scores then collated. The results were then presented to the whole team at a meeting so finalised scores could be agreed and any major differences in scoring could be identified. The main differences were;

- Some officers marked most areas of the "Do minimum" as negative impact apart from feasibility and affordability while others have still believed it to have a benefit in most areas as committed projects will still be delivered.
- Differences of opinion for the feasibility, affordability and likely public acceptance criteria in the “Do medium multi-modal” option – mixture of positive and negative.
- Differences of opinion for health, accessibility, modal shift, health safety and wellbeing, equity and accessibility and affordability criteria in the low carbon fuels option – mixture of positive and negative.
- Differences of opinion for affordability in the public transport option
- Differences of opinion for economy, accessibility, feasibility, affordability and likely public acceptability in the Do Maximum option.

1.2.4 Following discussion, the following agreements were reached

- It was agreed that the “Do-minimum” option scoring should reflect that it offers no real benefit over and above the already committed projects, so scores largely neutral, apart from the last three criteria
- The areas of major difference highlighted above for the other options were agreed upon.
- It was agreed that when considering feasibility, this should not just reflect what could actually be delivered but whether it fits with national, regional and local policies, plans, strategies as being a feasible option that does not run contrary to them.
- The two best scoring options, prior to discussion, remained so

1.2.5 The final appraisal of the six options is shown in the tables overleaf.

Table 3 – Appraisal of options against the TPOs

Proposed approaches for appraisal against TPOs	TPO1 – Climate and Environment	TPO2 – Health	TPO3 - Safety	TPO4 - Economy	TPO5 - Accessibility/ inclusivity/ user-friendly	TPO6 - Resilience	TPO7 – Technology	TP08 – Modal shift
Do Minimum								
Active Travel Max								
Public Transport Max								
Low carbon fuels max								
Active, sustainable and low carbon transport system (positive encouragement/ do medium)								
Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum).								

Table 4 – Appraisal of options against the STAG Criteria

Proposed approaches for appraisal against STAG Criteria	S1. Environment	S2. Climate Change	S3. Health, Safety and Wellbeing	S4. Economy	S5. Equality and Accessibility	S6. Feasibility	S7. Affordability	S8. Likely public acceptability
Do Minimum								
Active Travel Max								
Public Transport Max								
Low carbon fuels max								
Active, sustainable and low carbon transport system (positive encouragement/ do medium)								
Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum).								

1.3 Appraisal Findings

1.3.1 Based on the final appraisal scores, the “Active, sustainable and low carbon transport system (Positive Encouragement/ Do medium)” and “Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum)” were the two highest scoring options.

1.3.2 The “Do maximum” option scored better against the TPOs but not so strongly against the “Feasibility” and “Affordability” STAG criteria. However, given the nature of the “Key Drivers” and the timescales within which they need to be achieved, it is clear that considerable intervention is required in the transport network to achieve this and that greater aspiration than the “Do medium” is needed.

1.3.3 Therefore, it is proposed that the LTS aims for and enables a “Do maximum” approach but acknowledges, from the outset, that this may be constrained by funding, resource, time constraints and the ability of external partners to deliver.

Appendix C - Policies vs TPOs and Outcomes

Topic Area	Policy	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	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. 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 serviously 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. mproved 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
Climate Change mitigation and adaption	To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.	x	x										X										
Air Quality	Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.	x	x									X											
Noise Quality	Reduce levels of noise from the transport network in Aberdeen.	x	x															X					
Reducing the need to travel	Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel.	x				x	x	x	x	x	x	x	x		x	x			x		x	x	
Walking and Wheeling	To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.	x	x		x	x	x		x	x	x	x	x			x		x	x				
Cycling	To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.	x	x	x	x	x	x		x	x	x	x	x		x	x	x	x	x				
Bus	To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability, cost and convenience benefits to make people choose it over the car.	x	x		x	x	x	x	x	x	x	x	x		x	x	x		x				
Aberdeen Rapid Transit	To work with partners including NESTRANS, Transport Scotland and the North east Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city.	x	x		x	x	x	x	x	x	x	x	x		x	x	x		x		x	x	
Park and Ride	Work with partners to ensure that park and ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.	x			x	x	x		x	x	x	x	x		x	x	x		x	x			
Strategic Rail Network	To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.	x	x		x	x	x		x	x	x	x	x		x	x	x	x	x	x			
Community and Demand Responsive Transport	To continue to work with partners to deliver Demand Responsive Transport in Aberdeen for the benefit of the public.	x	x		x	x	x		x	x	x	x	x		x	x			x			x	
Coaches	To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.			x	x	x			x	x	x								x		x		
Taxis and Private Hire Vehicles	To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.	x		x	x	x	x	x	x	x	x	x	x	x		x			x				
Car Sharing	Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so.	x			x	x	x		x	x	x	x	x		x	x			x				
Car Clubs	Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city.	x	x		x	x	x		x	x	x	x	x	x		x			x				
Powered Two- Wheelers	To improve conditions for motorcyclists on Aberdeen's roads, particularly in terms of rider safety and encourage a shift to low carbon vehicles.	x	x	x	x	x			x	x	x	x	x				x		x				
Zero Emission Vehicles	In line with National Targets, to lead by example in the Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities.	x	x				x	x				x	x	x		x						x	
Parking	To develop a parking regime for Aberdeen that supports the principle of the City Centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities.	x	x		x	x	x		x	x	x	x	x	x		x			x	x			
Demand Management	In addition to parking and traffic management, investigate, in partnership with Aberdeenshire Council and NESTRANS, the implications of introducing other demand management methods to Aberdeen.	x							x	x	x	x	x										

Road Improvements	In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.				x	x	x									x	x		x				
Trunk Road Network	Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen	x		x	x		x			x		x	x			x	x						
Aberdeen Western Peripheral Route (AWPR)	To continue to "lock in" the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the city centre to function as a destination rather than a through route.	x		x	x	x	x		x	x	x	x	x		x	x	x	x	x	x			
Shipping and Ferry Services	To work with partners to ensure that Aberdeen's Harbours remain world-class, able to grow their national and international trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic, as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users.		x		x	x	x									x	x		x	x			
Air Services	To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.	x	x		x	x	x			x	x	x	x			x			x	x			
Freight	To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.	x			x		x					x	x			x	x			x			
Travel Awareness and Information	With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network.	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Land Use Planning	To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.	x	x	x	x	x	x		x	x	x	x	x		x	x	x	x	x				
Travel Plans	To ensure that the transport impact of existing and new developments in Aberdeen are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City.	x	x	x		x	x		x	x	x	x	x			x	x	x	x				
City Centre and Beach	Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.	x	x	x	x	x	x		x	x	x	x	x		x	x	x	x	x	x			
Biodiversity and Green Space	Improve accessibility to open spaces in Aberdeen and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.	x	x			x	x		x	x	x	x	x			x	x	x	x				
Traffic Management and Road Safety	To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.	x	x	x	x	x	x		x	x	x	x	x		x	x	x	x	x	x			
Enforcement	To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.	x	x	x	x		x					x	x			x	x	x					
School Travel and Young People	To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them.	x	x	x		x	x		x	x	x	x	x		x	x	x	x	x		x		
New Technologies and Initiatives	Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.						x	x								x						x	
Intelligent Transport Systems (ITS)	To expand the use of ITS in Aberdeen in order to improve the efficiency and understanding of the transport network in the City.	x					x	x								x						x	
Road, Carriageway and Footway maintenance	To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance.	x	x	x	x	x	x								x	x	x	x	x				x
Winter Maintenance	To ensure the safe movement of users of Aberdeen's transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.	x	x	x	x	x	x								x	x	x	x	x				x
Structures	To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications.		x	x	x		x								x	x							x

Resilience	To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions.	x	x	x	x	x	x	x	x	x	x	x	x			x	x	x	x	x	x	x	x	x	x
Lighting	Ensure that Aberdeen's lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances.	x		x		x	x	x	x	x	x	x	x		x	x		x	x			x	x		
Monitoring	To ensure that the objectives and outcomes of the LTS are monitored with suitable sources and indicators.																				x				

This page is intentionally left blank

Appendix D - Monitoring for new Objectives and Outcomes

Objectives	Ways to measure	Source	Frequency	Relevant Outcomes to 2030	Relevant Longer term outcomes	Specific	Measurable	Attainable	Relevant	Time based
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	a) Air quality monitoring (PM10s and NOxs) – should have this annually from Council Air Quality Team b) Number of air quality management areas – can update on this annually c) Carbon dioxide emissions from road transport – Check if we get this from Air Quality Team. Or Local Authority Green House Gas emission data sets include information on CO2 d) figures for cars registered in Aberdeen - UK Government gov.uk website e) Plug in car and van sales relative to petrol and diesel – this should come quarterly from UK Government f) WACI - Number of tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving g) WACI - Reduction in NOx and particulates from people choosing active travel h) WACI - Residents who agree that the air is clean in their local area	a) Air quality measuring stations b) Aberdeen City Council Environmental Health Team c) Air Quality Team d) UK Government e) SMMT and UK Government f) WACI g) WACI h) WACI	a) Annually (at least) b) Annually c) Annually d) Quarterly e) Quarterly f) Every 2 years g) Every 2 years h) Every 2 years	3. Reduce PM10s and NOx to enable the removal of AQMAs in Aberdeen 4. A 75% reduction in greenhouse gases from transport compared with 1990/5 baseline 5. 20% of the total cars and vans in Aberdeen City being "zero emission"	C. Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	Yes - Climate and environment	Via the outcomes and the data sources quoted	In keeping with other PPS	As evidenced by the main issues report	lifespan of LTS and, in some cases, by targets set in outcomes
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	a) Projects delivered, b) City Voice " Do you have access to a bike and, if so, how often do you use it? c) City Voice How often do you go walking? (For this we mean a continuous walk for at least 15 minutes outdoors.) d) City Voice - Could ask if they feel better/ if walking and cycling makes them feel more physically and mentally well e) City Voice - could ask a City Voice question about how easy they find it to travel to doctors appointments f) WACI - Number of serious long-term health conditions and premature deaths prevented every year by people	a) Annual update from Senior Project Officer (TSAP) b) City Voice Survey c) City Voice Survey d) City Voice Survey e) City Voice Survey f) WACI	a) Annually b) Annually c) Annually d) Annually e) Annually f) Every 2 years	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare	Yes - mental and physical health	Yes, via surveys (annually or every 2 years)	Yes, not out of the question	As evidenced by the main issues report	Lifespan of LTS
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	a) Percentage of the carriageway considered for maintenance treatment, b) Monitoring of road traffic casualty statistics: killed/ seriously injured, children killed or seriously injured and slight casualty rate, c) safety improvements delivered (lighting, infrastructure improvements, d) City Voice. Could ask people as a city voice question how safe they feel using different modes, already ask "Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs?"). e) WACI - number of residents who think the level of safety for walking and cycling in their local area is good f) WACI - number of residents who think the level of safety for walking and cycling for children is good g) % of Aberdeen streets covered by 20mph limit	a) Council Roads Operations Department - Tullos b) National accident stats - Road Safety and Traffic Management Team (ACC) c) Senior Project Officer (TSAP), Road Safety and Traffic Management Team (ACC), ITS and Lighting team (ACC) d) City Voice e) WACI f) WACI g) Road Safety and Traffic Management Team (ACC)	a) Annually b) Annually c) Annually d) Annually e) Every 2 years f) Every 2 years g) Annually	6. 50% reduction in adults killed and serviously injured and 60% reduction in children killed or seriously injured using the transport network 14. A transport network which is well maintained in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network O. Further funding and rollout of maintenance across the transport network	Yes - safety	Via the outcomes and the data sources quoted	In keeping with other PPS	As evidenced by the main issues report	lifespan of LTS and, in some cases, by targets set in outcomes

TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	a) Infrastructure delivered b) Public transport journey times, c) Road journey times d) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes e) Sample HGV journey time f) Active travel levels g) WACI - the net annual economic benefit for individuals and society from all active travel trips h) WACI - Of this, the amount from people with a car choosing tactive travel for transport in the past year. i) WACI - return active travel trips made daily in Aberdeen by people that could have used a car. j) WACI - Number of people who agree they can easily get to many places they need to visit without having to drive	a) Senior Project Officer (TSAP) b) Comparison of end to end journeys for 5 typical bus routes in Aberdeen - Stagecoach and First c) AA route planner - Journey times between 2 points on A92, A93, A96, A944, A947, A956 and A9119 d) City Voice e) HGV journey time - Speak to NESTRANS f) Active Travel counters and footfall levels g) WACI h) WACI i) WACI j) WACI	a) Annually b) Annually c) Annually d) Annually e) Annually f) Annullty g) Every 2 years h) Every 2 years i) Every 2 years j) Every 2 years	8. Improved journey time reliability for all modes in Aberdeen	F. All users able to access the Aberdeen transport network and with minimal disruption K. Further improved journey time reliability for all modes in Aberdeen	Yes - Economy	Yes, via surveys (annually or every 2 years)	Yes, not out of the question	As evidenced by the main issues report	Lifespan of LTS
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	a) Infrastructure delivered b) Usage of car club and bike hire schemes c) Monitoring of public transport times and public transport cost between regeneration areas to key destinations , d) Cost of public transport vs parking e) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes? f) City Voice: Public Transport for your neighbourhood: does public transport meet your needs? g) City Voice: Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs? h) City Voice: Streets and Spaces in your neighbourhood: do buildings, streets and spaces create an attractive place that is easy to get around? i) City Voice: Thinking about the mode of transport you use most often, why so you use this mode of travel? What is your perception of getting around in Aberdeen by each of the following modes? j) City Voice: Which of the following modes have you tried in the last year? k) WACI - What proportion of residents said they 'do not cycle but would like to'? l) WACI - Number of residents that have access to an adult pedal cycle m) WACI - Households within 125m of cycle routes	a) Senior Project Officer (TSAP) b) Car Club and Bike Hire annual usage figures c) Traveline Scotland d) Traveline Scotland, ACC and private car park operator parking charges e) City Voice f) City Voice g) City Voice h) City Voice i) City Voice j) City Voice k) WACI l) WACI m) WACI	a) Annually b) Annually c) Annually d) Annually e) Annually f) Annually g) Annually h) Annually i) Annually j) Annually k) Every 2 years l) Every 2 years m) Every 2 years	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	F. All users able to access the Aberdeen transport network and with minimal disruption G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in 20 minutes L. Further improved interchange opportunities between modes in Aberdeen N. Further improved information about the Aberdeen transport network being available to users and planners P. A transport network which is resilient and can cope with external disruptors	Yes - Accessibility/ inclusivity/ user-friendliness	Yes, via surveys (annually or every 2 years)	Yes, not out of the question	As evidenced by the main issues report	Lifespan of LTS
TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	a) Levels of walking and cycling b) bus patronage c) Opinions of people with specific city voice question – we had a covid one	a) Active Travel Counters b) Find source c) City Voice	a) Annually b) TBC c) Annually	7. A more resilient transport network in Aberdeen	F. All users able to access the Aberdeen transport network and with minimal disruption	Yes - Resilience	Yes, via surveys (annually or every 2 years)	Yes, not out of the question	As evidenced by the main issues report	Lifespan of LTS
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	a) Infrastructure delivered b) Creation and Downloads of any relevant Smart Transport app	a) Senior Project Officer (ACC) b) City Growth Team (ACC)	a) Annually b) Annually	13. A transport network which is able to benefit from improvements in technology for Aberdeen	J. Improvements in technology making the transport system more efficient and user friendly	Yes - Technology	Yes, via surveys (annually or every 2 years)	Yes, not out of the question	As evidenced by the main issues report	Lifespan of LTS

TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	a) City Voice: When you travel into the city, how often do you travel using the following modes? b) City Voice: How do you usually travel to work, the city centre and for other trips? (please select your main mode). c) Hands up survey for school children - how do you usually travel d) City Voice: Number of cars or vans privately owned by household e) Car Club membership numbers f) WACI - Residents who travel by the following modes five or more days a week in Aberdeen g) SHS – crosschecks for car numbers and mode split. h) WACI - number of trips made by active travel each year i) Car KM Travelled by Local Authority Area. We could	a) City Voice b) City Voice c) Hands Up Survey d) City Voice e) Car Club f) WACI g) Scottish Household Surveys h) WACI i) Dept for Transport, Traffic by Local Authority. Table TRA8905. Potential city voice question.	a) Annually b) Annually c) Annually d) Annually e) Annually f) Every 2 years g) Annually h) Every 2 years i) Annually	1. Reduction in number of journeys by car drivers in Aberdeen to less than 50% by 2030 2. reduction in car km travelled in Aberdeen by 20% compared with 2019 baseline	A. More journeys made by active travel and public transport together than by car in Aberdeen B. A reduction in car km travelled in Aberdeen beyond 20% compared with the 2019 baseline H. A traffic reduction exceeding 20% in the city centre compared with a 2015 baseline	Yes - mode shift	Via the outcomes and the data sources quoted	In keeping with other PPS	As evidenced by the main issues report	lifespan of LTS and, in some cases, by targets set in outcomes

This page is intentionally left blank

Appendix E

Aberdeen City Council

Air Quality Action Plan

In fulfilment of Part IV of the Environment Act 1995

Local Air Quality Management

2023

Information	Local Authority Name
Local Authority Officer	Will Hekelaar
Department	Strategic Place Planning
Address	Marischal College, Broad Street, Aberdeen AB10 1AB
Telephone	01224 069599
E-mail	transportstrategy@aberdeencity.gov.uk
Report Reference Number	1
Date	August 2023

Executive Summary

This Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the Local Air Quality Management (LAQM) framework. It outlines the actions we will take to improve air quality in Aberdeen between 2023 and 2028.

This Action Plan replaces the previous Action Plan which ran from 2011-2023. Projects delivered during the past Action Plan include:

- Opening of the Aberdeen Western Peripheral Roue (AWPR), contributing to reduced traffic flows and congestion throughout the city;
- A92/A96 Haudagain Roundabout Improvements, reducing queuing and emissions at this congestion hotspot;
- Formal declaration of a city centre Low Emission Zone (LEZ);
- City Centre Masterplan (CCMP) adoption and roll-out, including delivery of various traffic restriction schemes to give priority to walking, wheeling, cycling and public transport;
- Delivery of Phase 1 of the South College Street Improvement Scheme, to facilitate continued delivery of CCMP transport projects;
- Completion of the Roads Hierarchy review including a programme of city centre road reclassifications to reflect its status as a destination rather than a through-route for traffic;
- Ongoing improvements to strategic and local walking and cycling routes and the Core Path network;
- Launch of an on-street bicycle rental scheme;
- Launch of I Bike Schools and Communities projects to encourage more cycling, particularly amongst traditionally hard to reach groups;
- Launch of the Scottish Government's Bus Partnership Fund, with a number of corridor improvement strategies underway to identify opportunities for bus priority improvements;
- Commencement of Aberdeen Rapid Transit (ART) appraisal to assess options for a high-capacity rapid public transport system in Aberdeen;
- Continued expansion and promotion of the Grasshopper integrated and multi-operator bus ticket;
- Aberdeen to Inverness Rail Improvements, including dualling of the track between Aberdeen and Inverurie and the re-opening of Kintore Station;
- Ongoing improvement and expansion of the Aberdeen Car Club;
- Ongoing expansion of the public Electric Vehicle (EV) charging network;
- Ongoing expansion of the local hydrogen fleet and hydrogen refuelling capabilities;
- Launch of the Eco Stars fleet recognition scheme to support and encourage bus, freight and van fleet operators to reduce emissions and running costs; and
- Ongoing programme of events and promotions.

There is scientific consensus that exposure to air pollution is harmful to people's health in terms of premature mortality and morbidity. Air pollution is associated with a number of adverse health impacts, and particularly affects the most vulnerable in society: children and older people, and those with pre-existing health conditions.

This revised Plan will build upon the work that has already been undertaken to identify and implement a LEZ in Aberdeen city centre. Given that transport overwhelmingly remains the main source of pollution in Aberdeen, the plan been developed in tandem with our revised Local Transport Strategy (LTS) and complements the recently revised City Centre and Beach Masterplan, Aberdeen Local Development Plan and Net Zero Framework.

We have developed actions that can be considered under seven broad topics:

- Transport planning and infrastructure;
- Promoting travel alternatives;
- Promoting low emission transport;
- Policy guidance and development control;
- Traffic management;
- Freight and delivery management; and
- Public information;

Our priorities during the life of this AQAP are:

- Implementation of the LEZ to reduce NO_2 concentrations in the City Centre Air Quality Management Area (AQMA) to a level which achieves the air quality objectives and EU Limit Values;
- Ongoing delivery of City Centre and Beach Masterplan transport measures to discourage unnecessary vehicles from the city centre and encourage a greater uptake of less polluting forms of transport;
- Ongoing development and delivery of transport corridor improvement strategies, particularly those which have been identified as experiencing potential air quality exceedances in future years; and
- Ongoing strategic and city-wide infrastructure improvements and behaviour-change measures to promote and encourage more walking and cycling, more public transport use and further adoption of alternative fuel vehicles in preference to continued use of fossil fuel (particularly diesel) vehicles.

In this AQAP we outline how we plan to effectively tackle air quality issues within our control to meet statutory air quality objectives within the shortest possible time. However, we recognise that there are a large number of air quality policy areas that are outside of our influence, but for which we may have useful evidence, and so we will continue to work with the Scottish Government and partner organisations on policies and issues beyond Aberdeen City Council's direct influence.

In accordance with the requirements of PG (S) (23) ACC expects Aberdeen City Council's Air Quality Management Areas to be revoked no later than 2028 and where possible within the shortest possible time.

Responsibilities and Commitment

This AQAP was prepared by the Environmental Health and Transport Strategy and Programmes teams of ACC.

This draft AQAP will be considered by the Net Zero, Environment and Transport Committee in August 2023 prior to a period of statutory consultation. Following analysis

of consultation feedback, a final AQAP will be prepared for approval by Committee, before submission to the Scottish Government, as per the requirements under the LAQM regime.

This AQAP will be formally reviewed and republished on a five-yearly cycle from date of initial publication. Progress each year will be reported in the Annual Progress Report (APR) produced by ACC, as part of our statutory LAQM duties.

If you have any comments on this AQAP, please send them to:

Transport Strategy and Programmes
Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB
Tel: 01224 069599
transportstrategy@aberdeencity.gov.uk

Table of Contents

List of Tables

List of Figures

1 Introduction

This report outlines the actions that Aberdeen City Council will deliver between 2023-2028 in order to reduce concentrations of air pollutants and exposure to air pollution, thereby positively impacting on the health and quality of life of residents and visitors to Aberdeen.

It has been developed in recognition of the legal requirement on the local authority to work towards Air Quality Strategy (AQS) objectives under Part IV of the Environment Act 1995 and relevant regulations made under that part and to meet the requirements of the Local Air Quality Management (LAQM) statutory process.

This Plan will be reviewed every five years at the latest and progress on measures set out within this Plan will be reported on annually within ACC's air quality Annual Progress Report (APR).

Aberdeen is situated on the east coast of Scotland by the North Sea and has a population of approximately 227,000. The city acts as a focus for employment, service and leisure activities for residents of Aberdeen and the surrounding area. There is little heavy industry within the city and much of the economy is based around services to the oil and gas industry.

Road traffic is the main source of atmospheric pollution, although the situation has much improved in recent years with the opening of the Aberdeen Western Peripheral Route (AWPR) in 2019, which has resulted in a significant shift of traffic from city streets to the new bypass. Progress has also been made on the delivery of the City Centre Masterplan (CCMP), specifically a number of restriction measures to prevent traffic from passing through the city centre unnecessarily.

Nevertheless some streets remain dominated by road traffic, which continues to have air quality implications, while the Port of Aberdeen is located in the city centre and is a thriving environment, acting as the UK's main base for supply vessels to offshore installations.

The main local pollutants of concern in Aberdeen are nitrogen dioxide (NO_2) and fine particulate matter (PM_{10} and $PM_{2.5}$). Poor air quality puts the health of Aberdeen's residents and visitors at risk and creates an unpleasant environment for all users of the city.

This draft Air Quality Action Plan (AQAP) has been produced as part of our statutory duties required by the LAQM framework. It outlines the action we will take to improve air quality in Aberdeen between 2023 and 2028, and replaces the previous Action Plan which was published in 2011.

The majority of the measures within the 2011 AQAP were aimed at reducing the impact of road traffic. Projects delivered through the past action plan include:

- Low Emission Zone (LEZ):
  - Formal declaration of a city centre LEZ in 2022, with enforcement to commence from June 2024.

- CCMP and Sustainable Urban Mobility Plan (SUMP):
  - Adoption of the CCMP in 2015 and SUMP in 2019, with the CCMP now recalibrated in response to the COVID-19 pandemic, and extended to cover the Beachfront and George Street areas;
  - Projects delivered so far include: making Broad Street and Union Street Central largely walking, cycling and bus priority spaces; the pedestrianisation of Schoolhill; and the implementation of various bus priority and traffic restriction measures on Bridge Street, Guild Street, Market Street and Union Terrace; and
  - Completion of the Roads Hierarchy review including a programme of city centre road reclassifications to reflect its status as a destination rather than a through-route for traffic;
- Walking and Cycling:
  - Ongoing improvements to strategic and local walking and cycling routes and the Core Path network;
  - Ongoing installation of cycle and scooter parking at schools, workplaces and in public areas; and
  - Launch of an on-street bicycle rental scheme in 2022.
- Public Transport:
  - Launch of the Scottish Government's Bus Partnership Fund, with a number of corridor improvement strategies now underway to identify opportunities for significant bus priority improvements to and from the city centre;
  - Commencement of Aberdeen Rapid Transit (ART) appraisal to assess options for a high-capacity rapid public transport system in Aberdeen;
  - Continued expansion and promotion of the Grasshopper integrated and multi-operator bus ticket;
  - Aberdeen to Inverness Rail Improvements, including dualling of the track between Aberdeen and Inverurie and the re-opening of Kintore Station, allowing an improved (in terms of both frequency and capacity) rail service between Inverurie and Montrose to be delivered.
- Clean Vehicles:
  - Ongoing improvement and expansion of the Aberdeen Car Club, offering a low emission alternative to private vehicle ownership and use, with more electric and hydrogen vehicles added to the fleet for the public to use;
  - Ongoing expansion of the public Electric Vehicle (EV) charging network, and adoption of an EV Framework to guide future EV strategy and locations of charge points;
  - Continued expansion of the local hydrogen fleet (including 15 fuel cell electric double decker buses, the first in the world, in partnership with First Aberdeen) and hydrogen refuelling capabilities, with Aberdeen now having two refuelling stations;
  - Launch of the Eco Stars fleet recognition scheme to support and encourage bus, freight and van fleet operators to reduce emissions and running costs.
- Awareness Raising and Promotion:
  - Programme of public events to mark Clean Air Day, In Town Without My Car Day, Tour of Britain, etc.;
  - Programme of school events and initiatives such as Bikeability, Play on Pedals, Road Safety Magic Shows and Travel Tracker;
  - Launch of I Bike Schools and Communities projects to encourage more cycling, particularly amongst traditionally hard to reach groups;

    - Regular updating of the Aberdeen Cycle Map and publication of various walking trail leaflets.
- Road Improvements:
    - Opening of the AWPR, contributing to reduced traffic flows and less congestion in many areas of the city;
    - A92/A96 Haudagain Roundabout Improvements to reduce queuing and delays and improve air quality at this congestion hotspot;
    - Opening of the Diamond Bridge, a new road crossing over the River Don to reduce congestion and pollution at the existing Bridge of Don;
    - Construction of Phase 1 of the South College Street Improvement Scheme, to facilitate continued delivery of CCMP transport projects.

This revised Plan will build upon the work undertaken to date, specifically the forthcoming LEZ, to further improve air quality in Aberdeen. Given that transport remains the main source of pollution, the Plan has been developed in tandem with the revised Aberdeen Local Transport Strategy (LTS) and complements the recently revised City Centre and Beach Masterplan, Aberdeen Local Development Plan and Net Zero Framework, particularly in terms of its focus on reducing traffic and the environmental impacts of traffic, which should support a reduction in carbon emissions as well as air quality improvement. The actions will also support the delivery of the United Nations's Sustainable Development Goals: SDG (Good Health and Wellbeing) and SDB 11 (Sustainable Cities).

2 Summary of Current Air Quality in Aberdeen

This section summarises the trends in recent years and the impact of measures introduced by the Council that have contributed to improved air quality. Please refer to the latest APR from Aberdeen City Council for more detailed information on current air quality – https://www.aberdeencity.gov.uk/services/environment/air-quality-aberdeen/air-quality-reports.

Air quality in Aberdeen is generally good, with levels of pollution well below national air quality objectives at most locations. However, monitoring and modelling indicated exceedances, or likely exceedances, of the air quality objectives for NO_2 and PM_{10} in the city centre, a small section of Wellington Road and at locations along the Anderson Drive / Haudagain Roundabout / Auchmill Road corridor. The following 3 Air Quality Management Areas were declared, and subsequently amended as necessary, between 2001 and 2008:

- City centre: Market Street, Union Street, King Street (between Castle Street and Roslin Terrace), Virginia Street, Commerce Street, Guild Street, Bridge Street, Holburn Street (between Great Southern Road and Union Street), Victoria Road, Torry (between Queen Elizabeth II Bridge and Crombie Road) and West North Street (King Street to 100m north of junction with Littlejohn Street);
- Wellington Road (Queen Elizabeth II Bridge to Balnagask Road); and
- Anderson Drive / Haudagain Roundabout / Auchmill Road corridor: all of Anderson Drive, Haudagain Roundabout, Auchmill Road (Great Northern Road junction to Howes Road), Great Northern Road (815 Great Northern Road to Auchmill Road).

The current AQMAs are therefore: the city centre, Wellington Road, and Anderson Drive and Auchmill Road (Figure 1):

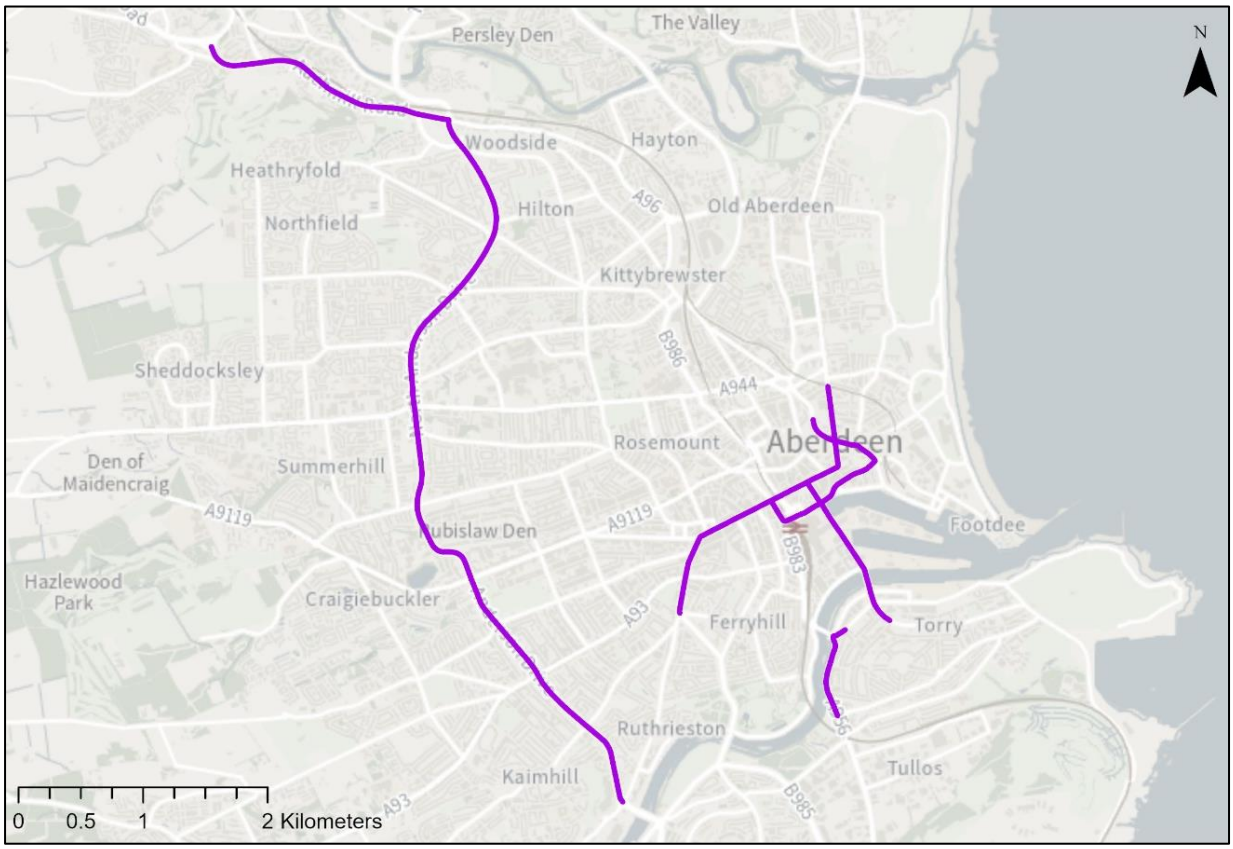


Figure 1: Aberdeen AQMAs

Annual mean NO_2 concentrations over the period 2010-2022 are shown in Figure 2. Highest concentrations are within the City Centre AQMA, particularly on Union Street, Market Street, Guild Street, Bridge Street and parts of King Street and Holburn Street where there are tenemental properties on one or both sides of the road, often within 2m of the kerb. This type of street canyon design often leads to poor dispersion of pollution and public exposure is often greater than elsewhere in the city due to the closeness of the public to exhaust emissions.

Although the Port of Aberdeen is located in the city centre, studies carried out in 2011 and 2021 indicated emissions from shipping contributed less than 10% of the total NO_x and PM_{10} concentrations at relevant receptors close to the Port. Road traffic was identified as the main source of emissions both at locations close to the Port and at other congested city centre locations, accounting for approximately 50% of the total NO_x emissions. No other significant point or diffuse source of NO_x or PM_{10} has been identified within, or in the vicinity of, any of the AQMAs.

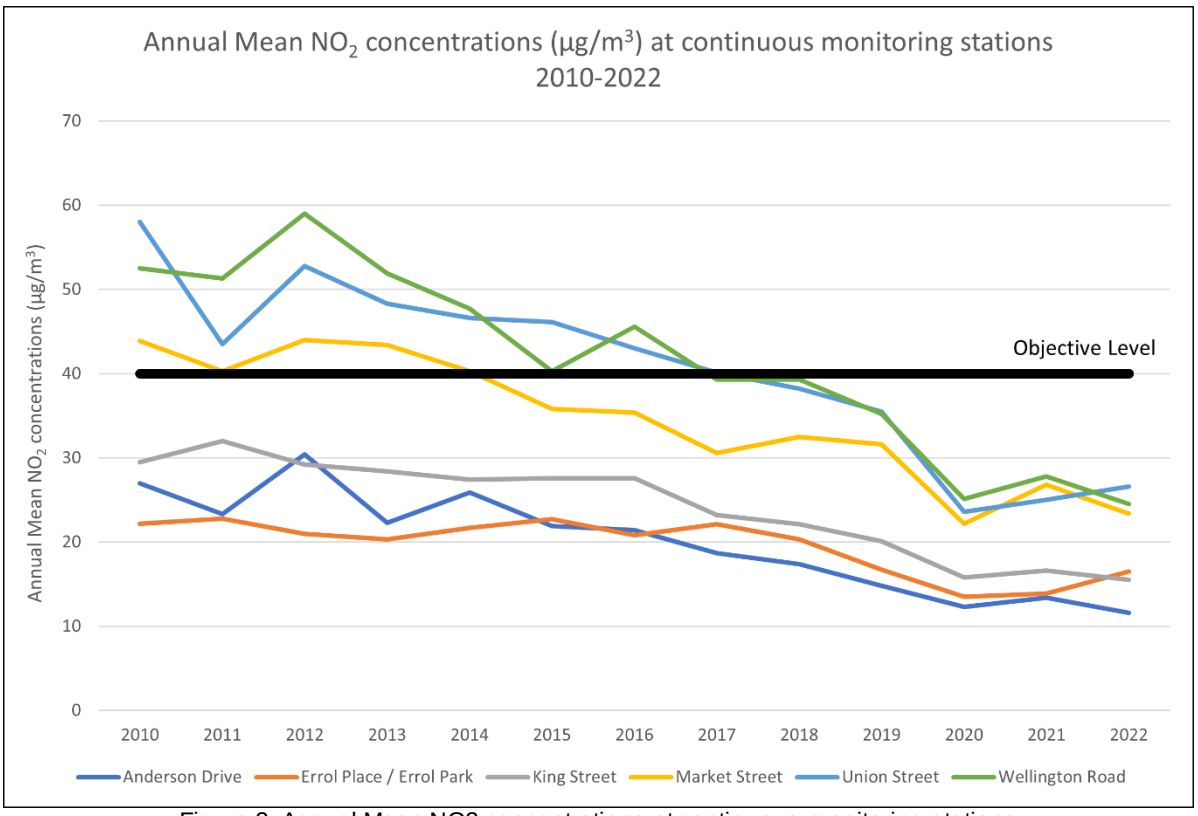


Figure 2: Annual Mean NO2 concentrations at continuous monitoring stations

Measured NO_2 concentrations have progressively decreased since the adoption of the last AQAP in 2011. Annual mean NO_2 levels at Market Street and Union Street have been below the national objective level since 2019 and there have been no exceedance of the 1-hour objective for over 5 years. Diffusion tube concentrations have also decreased at all sites, and only one site, at 39 Market Street, exceeded the annual mean objective in 2020 or 2021. This site did not exceed the objective in 2022, however two diffusion tubes installed on Bridge Street in 2022 indicated potential exceedances of the annual NO_2 objective. Bridge Street is both within the designated LEZ and will also be subjected to vehicle restriction measures in the summer of 2023. It is anticipated these measures will enable compliance with the air quality objectives at this location in future years.

Trends in NO_2 concentrations within both the Wellington Road and Anderson Drive AQMAs have followed similar patterns to the city centre. Heavy Goods Vehicles (HGVs) contribute to a higher proportion of total emissions at the Wellington Road site than elsewhere in the city. This was particularly evident in the period to 2012 due to the vibrant offshore environment. The downtown in the offshore economy resulting in less traffic, coupled with the introduction of cleaner HGVs, resulted in a substantial improvement in air quality on Wellington Road in the period 2012-2015.

The opening of the AWPR in 2019 led to a significant reduction in traffic volumes across the city, particularly within the Anderson Drive AQMA. Smaller reductions in traffic were also evident in the City Centre and Wellington Road AQMAs. The opening of a new slip road and changes to the layout at the Haudagain roundabout in 2022 further reduced congestion and should ensure compliance with the air quality objectives, in the Anderson Drive / Haudagain Roundabout / Auchmill Road AQMA.

Figures 3 and 4 show the annual mean PM_{10} and $PM_{2.5}$ concentrations at the continuous monitoring stations between 2010 and 2022. Trends in both pollutants within all 3 AQMAs are similar to trends for NO_2. There have been no exceedances of the annual mean or 24-hour PM_{10} or $PM_{2.5}$ objectives at any of the continuous monitoring stations since 2015. It is ACC's intention to revoke the AQMAs for PM_{10} should the trend be maintained in 2023.

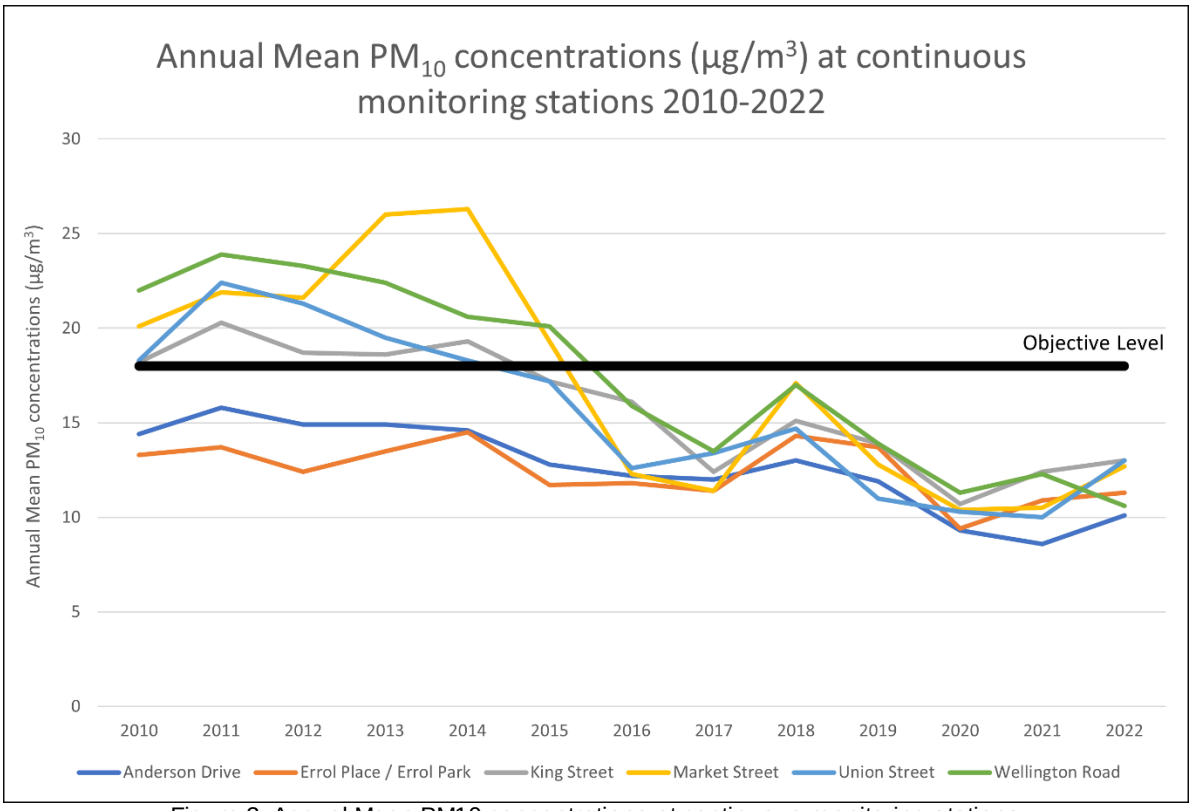


Figure 3: Annual Mean PM10 concentrations at continuous monitoring stations

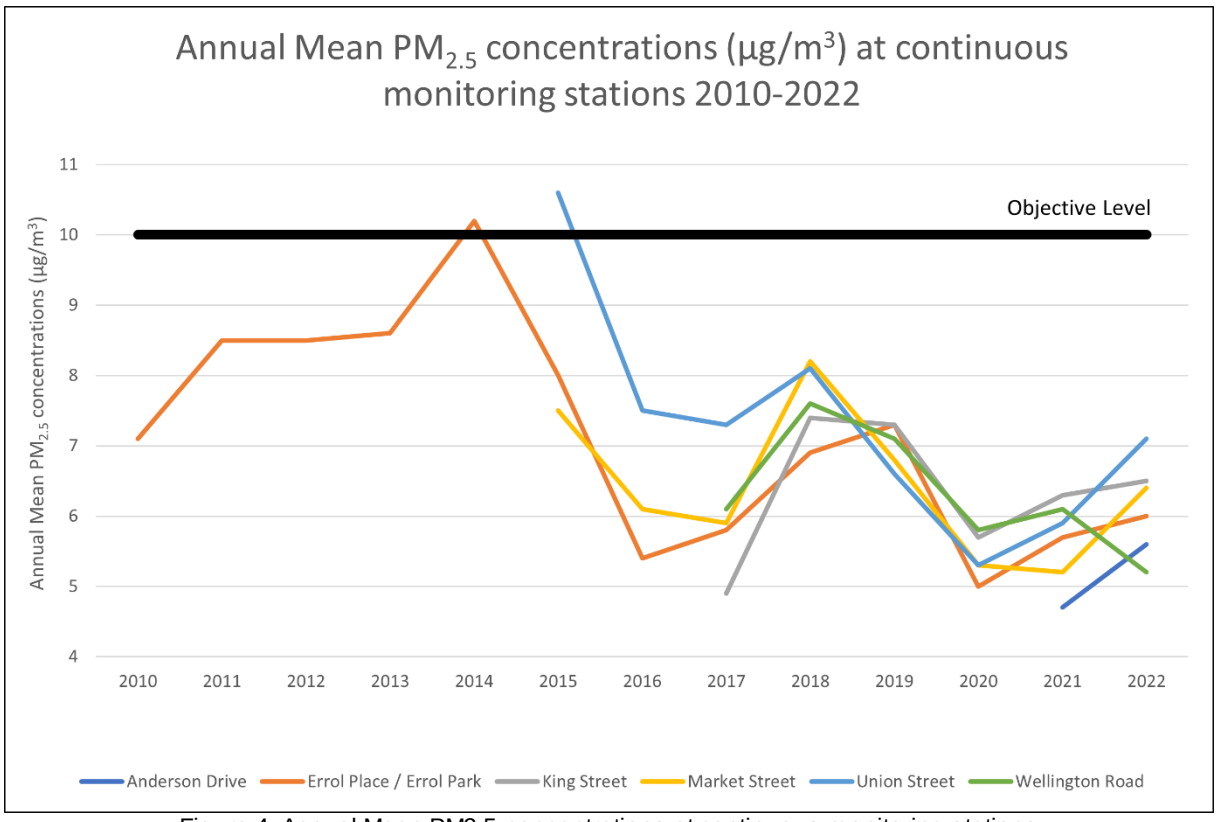


Figure 4: Annual Mean PM2.5 concentrations at continuous monitoring stations

Even before the COVID-19 pandemic therefore, NO_2 and PM_{10} concentrations were improving at most locations across the city. The impact of the pandemic, with significantly less traffic during lockdown periods, is clearly evident as pollution concentrations decreased significantly at all sites in 2020. Furthermore, various temporary traffic restriction measures were implemented in the city centre in 2020 as part of the Spaces for People scheme to support physical distancing, and further contributed to reduced city centre pollution levels. While the majority of the temporary restrictions were removed in 2021, the vehicle restriction measures on Schoolhill and on Union Street between Bridge Street and Market Steet were retained. These have contributed to continued lower pollution levels across the city centre as cars and vans are now unable to travel directly through the area.

While there was a slight increase in concentrations in 2022 compared to 2021, which was still influenced by lockdown restrictions, concentrations were well below the objective level at all continuous monitoring stations. The significant improvement in air quality is likely to be a reflection of a sustained shift towards increased home working, less business travel and a gradual progression to cleaner vehicles.

3 Aberdeen City Council Air Quality Priorities

3.1 Source Apportionment

The AQAP measures presented in this report are intended to be targeted towards the predominant sources of emissions within Aberdeen City Council's area.

Modelling carried out by the Scottish Environment Protection Agency (SEPA) in 2020 showed that road traffic emissions contribute to over 50% of the total NO_x concentration at locations with the highest total NO_x emissions. Although the Port of Aberdeen is located in the city centre, studies carried out in 2011 and 2020 indicated shipping contributed to less than 10% of the total NO_x concentrations at relevant locations of population exposure. The remaining 30-40% of the total NO_x is the background concentration and not influenced by local sources.

Particulate matter comprises a wide range of materials from a variety of sources such as construction and demolition sites, wind-blown dust, domestic fuel burning and industrial activities. Local sources contribute proportionally less of the total particulate emissions compared to NO_x, however road traffic is still the dominant local source at locations with the highest concentrations. The 2011 and 2020 Port of Aberdeen studies also indicated shipping contributed to less than 10% of the total PM_{10} and $PM_{2.5}$ concentrations at relevant locations of population exposure.

As road traffic is the dominant source of both NO_x and particulate emissions in Aberdeen, and there are no other significant sources of NO_x or PM_{10} within, or close to the AQMAs, this AQAP focuses on measures that can be implemented to reduce NO_x and particulate emissions from traffic.

Modelling and traffic count surveys carried out by SEPA and Transport Scotland as part of LEZ appraisal work were used to undertake a road traffic source apportionment exercise in 2023. Six key locations were selected to illustrate the predicted NO_x concentrations and change in percentage source contribution in the 2019 base year and in 2024 with the LEZ operational and CCMP vehicle restrictions in place. The following charts and tables show:

a. The percentage contribution to the annual average total modelled NO_x concentration from road traffic in the 2019 base year and in 2024 with the LEZ operational at 6 kerbside locations close to each of the 6 key locations for 6 different vehicle classifications; and
b. The modelled annual average NO_x concentration (μgm^{-3}) in the 2019 base year and in 2024 with the LEZ operational at the 6 kerbside locations close to each of the 6 key locations for the 6 different vehicle classifications.

Note that where reference is made to the LEZ being operational, it also infers that the CCMP vehicle restrictions have also been implemented.

Figures 5-11 show the results of the source apportionment study.

South Anderson Drive

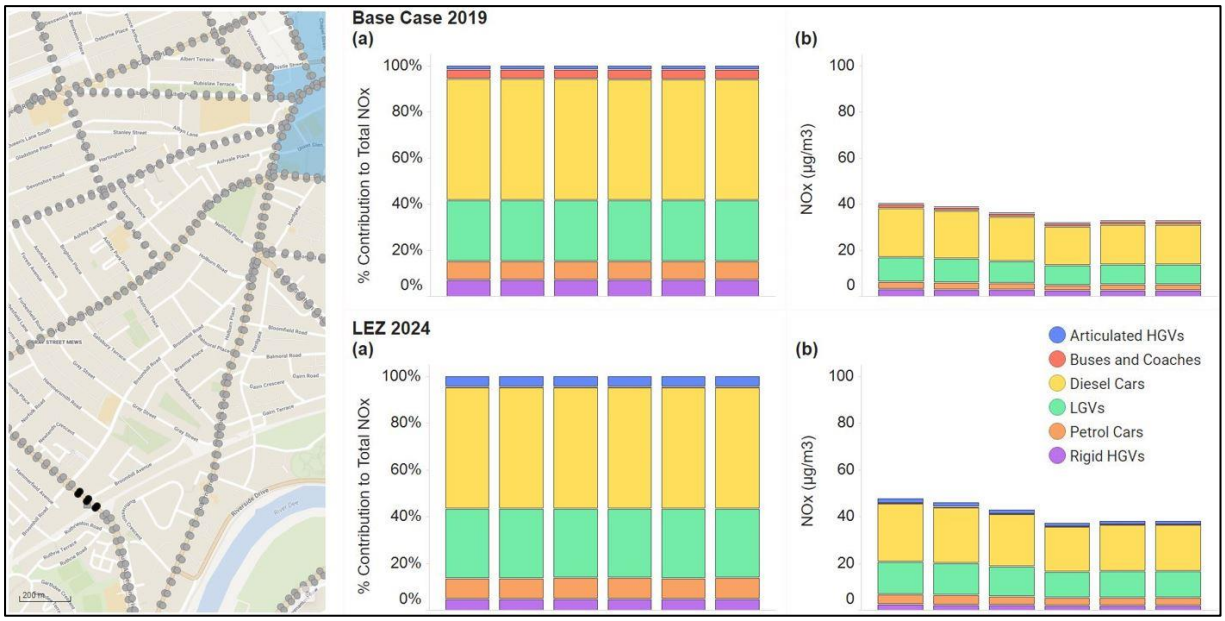


Figure 5: Percentage contribution to annual average total modelled NOx concentrations (a) and modelled annual average NOx concentrations (µg/m3) (b) for different vehicle categories in the 2019 Base and 2024 LEZ cases for the six kerbside points located close to the automatic monitor on South Anderson Drive highlighted in black on the map.

Diesel cars, followed by Light Goods Vehicles (LGVs), are the dominant source of NO_x at South Anderson Drive in both 2019 and 2024 scenarios. There is anticipated to be a slight decrease in the percentage contribution from coaches and buses and a slight increase from articulated HGVs, between 2019 and 2024 but little significant change. NO_x concentrations in 2024 are predicted to increase slightly due an increase in traffic flow from non-compliant vehicles avoiding the LEZ and other displaced traffic unable to enter restricted areas of the city centre.

Wellington Road

Figure 6: Percentage contribution to annual average total modelled NOx concentrations (a) and modelled annual average NOx concentrations (µg/m3) (b), for different vehicle categories in the 2019 Base and 2024 LEZ cases for the six kerbside points located close to the automatic monitor on Wellington Road highlighted in black on the map.

At Wellington Road, diesel cars and LGVs again emitted the greatest proportion of the total NO_x in the 2019 base, however articulated HGVs, rigid HGVs, buses and coaches also contributed more significantly compared to Anderson Drive. In the 2024 scenario, diesel cars are predicted to emit a much greater proportion of the total NO_x. The total NO_x concentration was predicted to reduce by 20-40% in the 2024 scenario across the 6 modelled receptors, with diesel cars and LGVs remaining the dominant source.

Union Street (within restricted section between Bridge Street and Market Street)

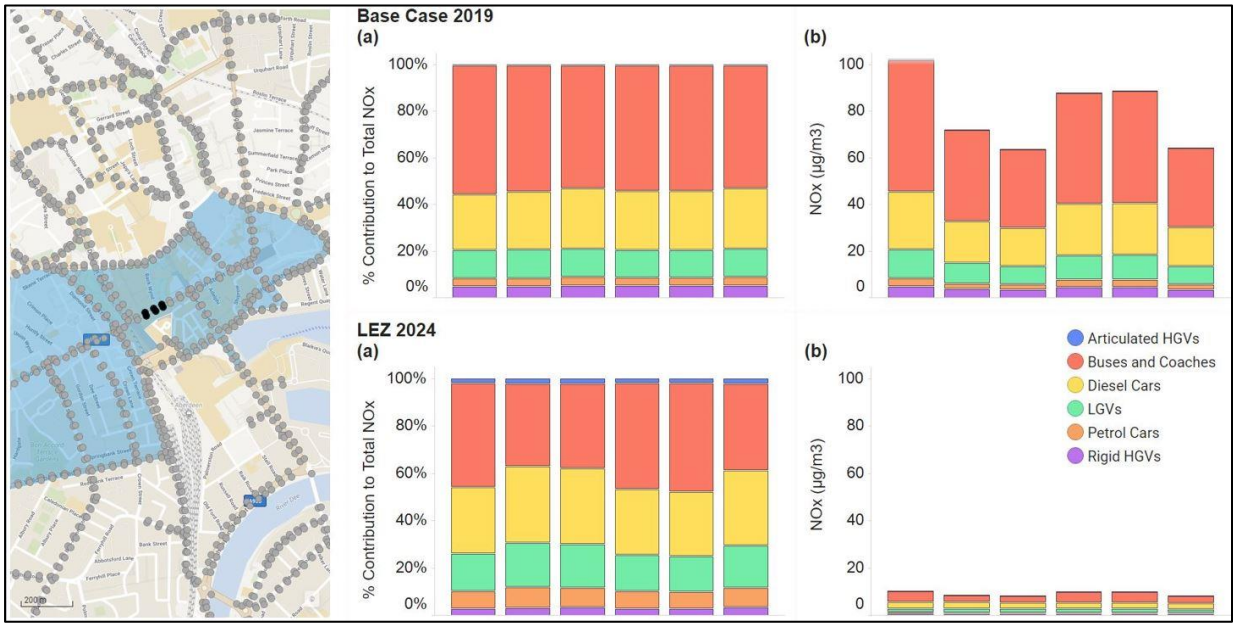


Figure 7: Percentage contribution to annual average total modelled NOx concentrations (a) and modelled annual average NOx concentrations (µg/m3) (b), for different vehicle categories in the 2019 Base and 2024 LEZ cases for the six kerbside points along Union Street highlighted in black on the map.

Union Street (outwith restricted section between Bridge Street and Market Street)

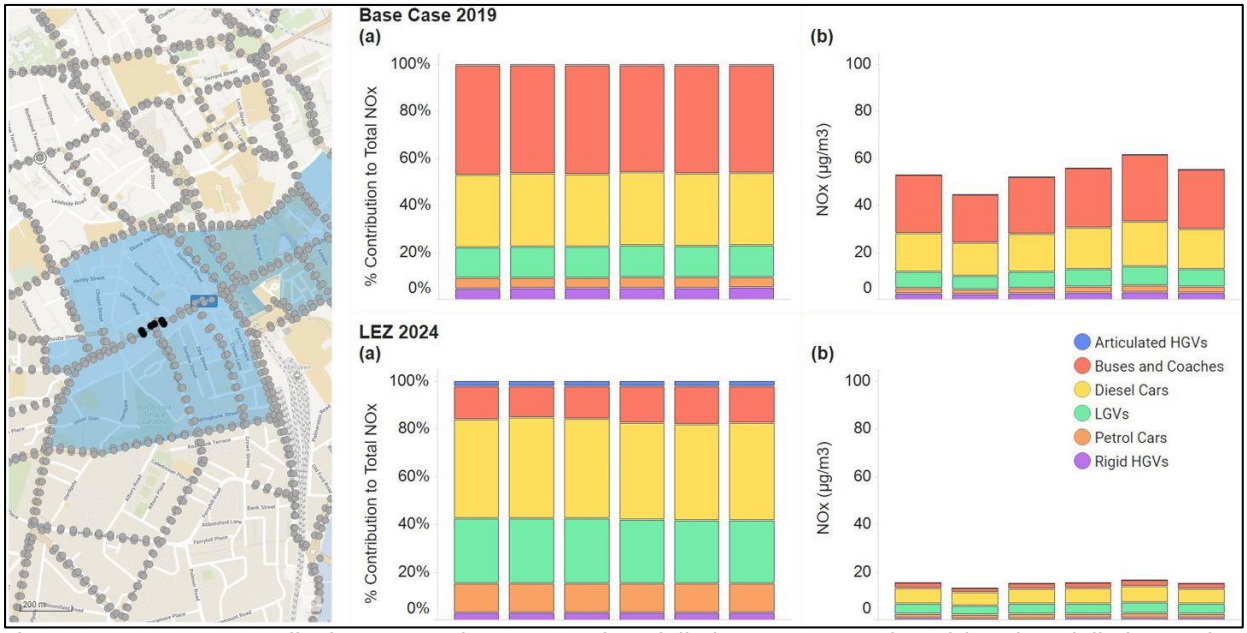


Figure 8: Percentage contribution to annual average total modelled NOx concentrations (a) and modelled annual average NOx concentrations (µg/m3) (b), for different vehicle categories in the 2019 Base and 2024 LEZ cases for the six kerbside points located close to the automatic monitor on Union Street highlighted in black on the map.

Two modelling sites were selected on Union Street, one within the CCMP restricted area between Bridge Street and Market Street, and the other outside the restricted area adjacent to the Union Street / Bridge Street junction. Only buses, taxis and specific exempt vehicles such as emergency service vehicles are permitted within the restricted area.

Buses, followed by diesel cars, are the dominant NO_x sources at both modelled sites in 2019. In the 2024 scenario, buses remain the dominant source in the restricted area, however the total NO_x concentration is predicted to reduce by 87% to less than 10µgm^{-3}. This dramatic change can be attributed to the retrofitting and replacement of older, non-LEZ compliant diesel buses and the introduction of the vehicle access restrictions. Along the unrestricted area, diesel cars and LGVs are predicted to contribute the highest percentage of NO_x in the 2024 scenario. The NO_x concentration is predicted to reduce by an average of 57% across the area to less than 20µgm^{-3}. Again, the cleaner bus fleet, coupled with the LEZ, are the main contributing factors to the predicted improved air quality at this site, although the vehicle access restrictions between Market Street and Bridge Street also contribute to a reduced traffic flow along Union Street and hence lower emissions.

King Street (South of West North Street/East North Street Junction)

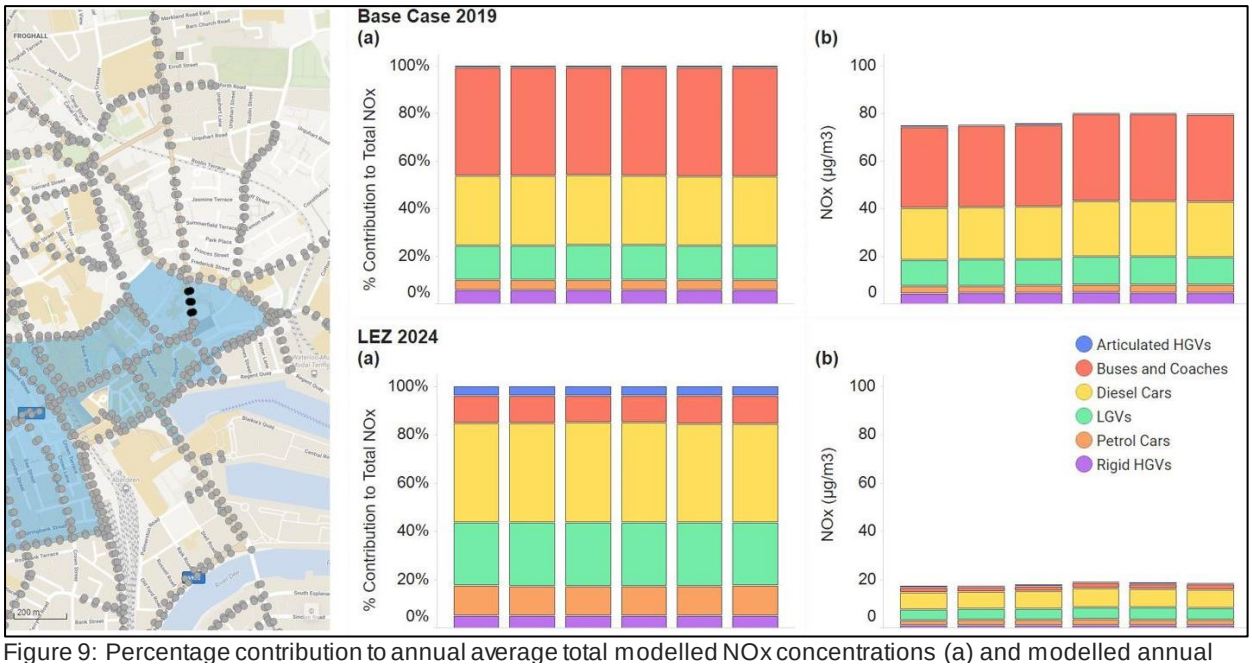


Figure 9: Percentage contribution to annual average total modelled NOx concentrations (a) and modelled annual average NOx concentrations (µg/m3) (b), for different vehicle categories in the 2019 Base and 2024 LEZ cases for the six kerbside points along King Street highlighted in black on the map.

King Street (North of West North Street/East North Street Junction)

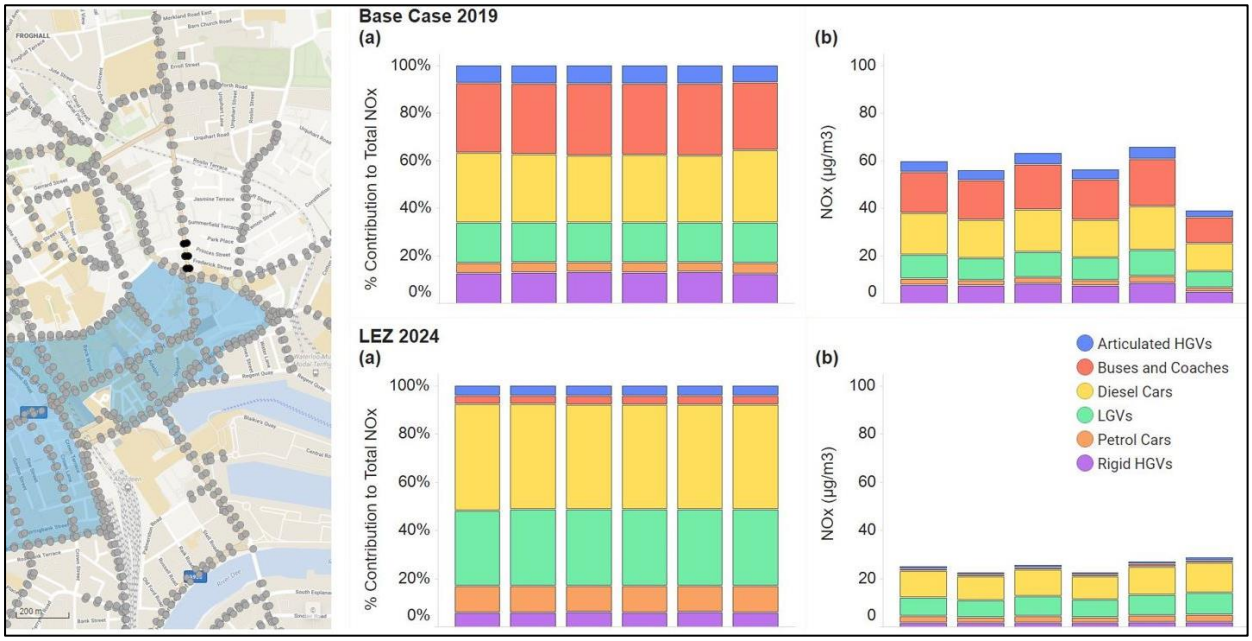


Figure 10: Percentage contribution to annual average total modelled NOx concentrations (a) and modelled annual average NOx concentrations (µg/m3) (b), for different vehicle categories in the 2019 Base and 2024 LEZ cases for the six kerbside points along King Street highlighted in black on the map.

Two modelling sites were also selected on King Street, one south of the West North Street / East North Street junction (within the LEZ) and the other to the north of junction.

The vehicle category percentage contribution to total NO_x in the 2019 base year at the modelled site south of the junction displayed a similar pattern to the Union Street scenario with buses the dominant NO_x source. North of the junction. diesel cars and

buses emitted the most NO_x, however emissions were spread more evenly across all vehicle categories. In the 2024 scenario diesel cars and LGVs dominate at both locations. Total NO_x concentrations are anticipated to reduce significantly at both locations in the 2024 scenario, particularly south of the junction due to the LEZ and Union Street vehicle access restrictions.

Market Street (South of Guild Street/Trinity Quay Junction)

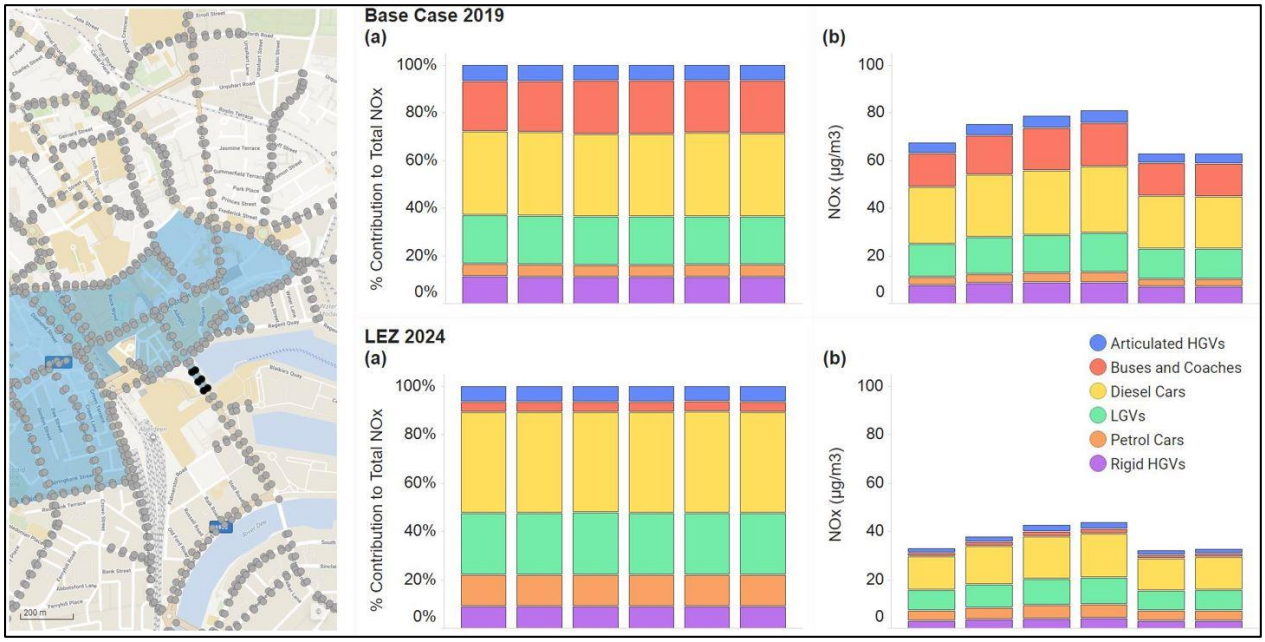


Figure 11: Percentage contribution to annual average total modelled NOx concentrations (a) and modelled annual average NOx concentrations (µg/m3) (b), for different vehicle categories in the 2019 Base and 2024 LEZ cases for the six kerbside points along Market Street highlighted in black on the map.

Emissions from diesel cars are slightly greater than other vehicle classifications at the Market Street modelling site (south of the Guild Street / Trinity Quay junction), although LGVs, buses and coaches and rigid HGVs were all significant contributors to the total NO_x. In the 2024 scenario total NO_x is anticipated to reduce by approximately 50% compared to 2019, with the greatest reduction in emissions from buses.

The source apportionment work therefore shows that total emissions from all vehicle categories are forecast to fall significantly between 2019 and 2024 due to the gradual replacement of older polluting diesel vehicles, the implementation of the LEZ and the introduction of CCMP vehicle restrictions.

Prior to 2019, a high proportion of the Aberdeen bus fleet comprised of non-LEZ compliant vehicles, therefore the greatest predicted reduction in emissions is from the improvement in the bus fleet with the majority of older, highly polluting vehicles replaced and retrofitted to ensure LEZ compliance.

The main points to note from the source apportionment analysis are therefore:

- The LEZ and CCMP are forecast to significantly reduce emissions in the city centre from 2024 by encouraging cleaner vehicles and allowing fewer vehicles through the area;

- Diesel cars and LGVs are forecast to be the main sources of pollution in all AQMAs in 2024; and
- The LEZ and CCMP may cause a slight increase in vehicles and hence emissions on Anderson Drive, however concentrations will remain well below the air quality objectives.

In terms of the final point, ACC is currently undertaking a review of the A92 Anderson Drive / Parkway corridor (Bridge of Dee to Bridge of Don) to address remaining sustainable transport challenges, road safety concerns and pinch points. Detailed Appraisal of options has progressed during 2023, with air quality improvement one of the objectives against which options are being assessed.

3.2 Required Reduction in Emissions

The modelling undertaken to support the LEZ was used to calculate predicted emissions and air quality concentrations at kerbside locations within and outside the LEZ area. The modelling results indicated that, with the LEZ implemented, the majority of the NO_2 exceedances inside the LEZ would be removed, although localised exceedances may remain, in particular on Bridge Street and Holburn Street. Potential exceedances were also predicted at the Westburn Road / Berryden Road / Hutcheon Street / Caroline Place, Skene Street / Rosemount Viaduct and Beechgrove Terrace / Rosemount Place junctions. Additional passive monitoring has commenced in these areas to assess the likelihood of future exceedances.

ACC has, however, work underway in all of these areas which, depending on the final outcomes delivered, should address these remaining exceedances. In particular:

- Traffic restrictions due to be introduced on Bridge Street in summer 2023 are forecast to reduce traffic by approximately 88% which should address predicted exceedances at this location;
- The Berryden corridor improvement scheme should bring benefits to the Westburn Road / Berryden Road / Hutcheon Street / Caroline Place junction by reducing queuing and congestion;
- Via the Scottish Government's Bus Partnership Fund, work is underway to explore opportunities for further active travel and bus priority measures:
    - Between Ellon and Garthdee, including the Holburn Street corridor; and
    - Between Westhill and Aberdeen, including Westburn Road and Hutcheon Street.

The modelling was carried out prior to the pandemic and was based on 2019 traffic counts. Monitoring results in 2021 and 2022 showed pollution levels at the majority of locations across the city significantly below pre-pandemic levels due to reduced traffic flows. Further traffic counts are proposed in 2023 to update the 2019 traffic and air quality models in preparation for LEZ implementation. The modelling updates will provide more reliable post-pandemic predicted 2024 particulate and NO_2 concentrations and indicate whether any 'hotspots' are likely to remain with the LEZ operational.

For a variety of reasons therefore, ACC is currently largely compliant with the air quality objectives. Should there be a post-pandemic traffic increase at some point in the future,

modelling suggests the implementation of the LEZ and the CCMP will ensure continued compliance in all but a few potential isolated areas. All of these locations are earmarked for some form of future intervention which should contribute to further pollution reduction. This, together with the implementation of the additional measures identified in this Action Plan should ensure continued compliance with the air quality objectives and continued air quality improvement, resulting in better health outcomes in the longer term.

3.3 Key Priorities

Based on the information presented in this section, therefore, ACC's key priorities are:

- Priority 1 – full implementation and enforcement of the LEZ;
- Priority 2 – ongoing delivery of CCMP transport measures;
- Priority 3 – ongoing development and delivery of transport corridor improvement strategies, particularly those which have been identified as experiencing potential air quality exceedances in future years; and
- Priority 4 – ongoing strategic and city-wide infrastructure and behaviour-change measures to promote and encourage more walking and cycling, more public transport use and further adoption of alternative fuel vehicles, in preference to continued use of fossil fuel (particularly diesel) vehicles.

4 Development and Implementation of Aberdeen City Council AQAP

4.1 Consultation and Stakeholder Engagement

The AQAP has been developed alongside a revised Local Transport Strategy (LTS) to ensure a consistent approach to improving transport and air quality in Aberdeen. As a result, consultation on these documents is being undertaken in parallel.

Firstly, a Main Issues consultation to inform development of the LTS was undertaken during October and November 2021 in the form of an online survey open all members of the public and stakeholders, with 384 responses received. Key members of the business community were advised of the consultation directly, while specific engagement took place with neighbouring Aberdeenshire Council and the Regional Transport Partnership Nestrans.

Emissions and pollution were identified as both current and future problems during the consultation, with the LEZ identified as a key opportunity for addressing this. 'Environment' was ranked 2nd of 7 potential priority areas that the transport system should take account of, according to questionnaire respondents.

In developing/updating this AQAP, we have therefore worked with other local authorities, agencies, businesses and the local community to improve local air quality. The next stage in the process will be a period of formal public and stakeholder engagement on the AQAP alongside the LTS, including engagement with statutory consultees as required in Schedule 11 of the Environment Act 1995.

4.2 Steering Group

A Steering Group has been established to guide the LTS and subsequent AQAP. This comprises ACC officers from relevant teams (transport, planning, environmental policy, City Growth) and regional partners in Aberdeenshire Council, Nestrans and NHS Grampian.

The group is responsible for helping guide and support the development of the LTS and resulting AQAP by inputting into option generation and appraisal, agreeing LTS objectives and outcomes, agreeing a list of priority projects for inclusion in the LTS and AQAP, and supporting and promoting consultation and engagement activities.

5 AQAP Measures

Table 5.1 shows the Aberdeen City Council's AQAP measures. It contains:

- A list of the measures that form part of the plan;
- Expected or actual completion year for measures;
- Measure status (whether the measures are planned, in progress, completed or delayed);
- The responsible individual and departments/organisations who will deliver these measures;
- How the measure will be funded (Scottish Government or other);
- Estimated cost of implementing each measure (overall cost and cost to the local authority);
- Expected benefit in terms of pollutant emission and/or concentration reduction; and
- Key milestones towards delivery.

NB: Please see future Annual Progress Report for annual updates on implementation of these measures.

In accordance with the requirements of PG (S) (23) Aberdeen City Council expects the City Centre, Anderson Drive and Wellington Road AQMAs to be revoked no later than 2028 and where possible in the shortest possible time post-declaration.

Table 1 - Air Quality Action Plan Measures

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
1	Implement, enforce and monitor the LEZ	Promoting Low Emission Transport – Low Emission Zones	2024 – Implementation complete. Enforcement ongoing.	In progress	ACC Transport Strategy / ACC Enforcement / ACC Road Operations	Transport Scotland	Implementation – fully funded. Ongoing funding requirement for monitoring and enforcement.	Implementation – £500k - £1 million	See Source Apportionment section.	2022 – LEZ declared. 2024 – end of grace period; enforcement commences.	
2	Require mitigation measures for new schemes, where additional vehicle trips will impact on air quality	Policy Guidance and Development Control – Air Quality Planning and Policy Guidance	Ongoing	In progress	ACC Planning	N/A	N/A	N/A	Not quantifiable	2023 – Aberdeen Local Development Plan adopted. Late 2023 / early 2024 – Aberdeen Planning Guidance to be adopted.	Planning Guidance will set out the circumstances under which an Air Quality Assessment will be required.
3	Undertake a city-wide Active Travel Network Review to identify future walking, cycling and wheeling priorities.	Transport Planning and Infrastructure – Other	2024	In progress	ACC Transport Strategy / Nestrans	Nestrans / ACC	Fully funded	£100k - £500k	Not quantifiable	2023 – commencement of review. 2024 – anticipated completion of review	Part of a region-wide exercise co-ordinated by Nestrans, ACC and Aberdeenshire Council. Completion of the review will help determine future active travel infrastructure priorities.
4	Use the outcomes of the Active Travel Network Review to develop a revised Active Travel Action Plan.	Transport Planning and Infrastructure – Other	2025	Planned	ACC Transport Strategy	N/A	N/A	N/A	Not quantifiable	2024 – anticipated completion of review. 2025 – anticipated adoption of revised Active Travel Action Plan	Current Active Travel Action Plan covers 2021-2026 period.
5	Continue to implement the transport elements of the City Centre and Beach Masterplan	Transport Planning and Infrastructure – Other	2028	In progress	ACC City Centre Masterplan	ACC / Nestrans / Transport Scotland / UK Government (Levelling Up Fund)	Partially funded	>£10 million	Not quantifiable	2025 – Schoolhill and Upperkirkgate streetscape works. 2025 – City Centre to Beach active travel improvements.	Union Street Central traffic restrictions introduced in 2022. Pedestrianisation of Schoolhill introduced on a permanent basis in 2023.

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
										2026 –Union Street Central streetscape works. 2026 – Queen Street transformation.	Bus priority on Guild Street, Bridge Street and Market Street introduced in 2023. Preferred option agreed for A956/Beach Boulevard junction in 2023.
6	Improve active travel access to interchange points such as railway stations and Park and Ride sites, including delivery of cycle parking facilities	Transport Planning and Infrastructure – Active Travel	2028	Planned	ACC Transport Strategy	ACC / Nestrans	Not funded	£50k - £100k	Not quantifiable.	N/A	Specific interventions are being identified via ongoing programme of corridor studies.
7	Refresh the City's Core Paths Plan	Transport Planning and Infrastructure – Active Travel	2025	Planned	ACC Climate and Environment Policy	N/A	N/A	N/A	Not quantifiable.	2025 – Adoption of revised Plan.	A complete survey of the Aberdeen Core Path Network has been undertaken. This survey will help prioritise future path improvements on the core path network
8	Continue to work with partners to provide a "one stop shop" for sustainable transport information and engage with people through events, publicity campaigns and social media	Promoting Travel Alternatives - Intensive active travel campaign & infrastructure	Ongoing	In progress	ACC Transport Strategy / Getabout partnership	Nestrans / Smarter Choices Smarter Places	Annual ongoing funding required.	<£10k per annum	Not quantifiable.	N/A	Ongoing programme of events and campaigns underway, working with regional partners.
9	Investigate the feasibility of developing mobility / transport hubs within Aberdeen City	Promoting Travel Alternatives - Intensive active travel campaign & infrastructure	2028	Planned	Nestrans / ACC Transport Strategy	N/A	N/A	N/A	Not quantifiable.	N/A	
10	Continue to raise awareness of the benefits of walking, wheeling and	Promoting Travel Alternatives - Promotion of	Ongoing	In progress	ACC Transport Strategy / Getabout Partnership	ACC / Nestrans / Smarter Choices Smarter Places	Annual ongoing	<£10k per annum	Not quantifiable.	N/A	Wayfinding totems installed across city. Various walking trail guides available.

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
	cycling and the opportunities available in Aberdeen via route map signage and way finding	walking / Promotion of cycling					funding required.				
11	Continue to encourage walking, wheeling and cycling with fun initiatives such as trails and challenges	Promoting Travel Alternatives - Promotion of walking	Ongoing	In progress	ACC Transport Strategy / Getabout Partnership / Sustrans	Smarter Choices Smarter Places / Sustrans	Annual ongoing funding required.	<£10k per annum	Not quantifiable.	N/A	Various walking trail guides available.
12	Work with partners to investigate new ways to give people access to bikes and information about cycling	Promoting Travel Alternatives - Promotion of cycling	Ongoing	In progress	ACC Transport Strategy / Nestrans / Sustrans / Big Issue Sharebike	Smarter Choices Smarter Places / Sustrans / Scottish Government / Big Issue Sharebike	Annual ongoing funding required.	<£10k per annum	Not quantifiable.	N/A	2022 – Big Issue Sharebike (on-street bike rental) launched. IBike Schools and IBike Communities Officers in post.
13	Continue to work with partners on education and safety campaigns and projects, such as Bikeability, adult cycle training, and encouraging drivers to behave safely and respectfully when sharing roadspace with cyclists	Promoting Travel Alternatives - Promotion of cycling	Ongoing	In progress	ACC Transport Strategy / Nestrans / Sustrans / Cycling Scotland	Smarter Choices Smarter Places / Sustrans	Annual ongoing funding required.	£100k - £500k per annum	Not quantifiable.	N/A	IBike Schools and IBike Communities Officers in post. .
14	Continue to promote, encourage and enable the range of different bikes and supporting infrastructure which can encourage more people into cycling	Promoting Travel Alternatives - Promotion of cycling	Ongoing	In progress	ACC Transport Strategy / Nestrans / Sustrans	Sustrans / Transport Scotland	Annual ongoing funding required.	<£10k per annum	Not quantifiable.	N/A	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
15	Lead by example and encourage the use of flexible working practices in the city	Promoting Travel Alternatives - Encourage / Facilitate home-working	Ongoing	In progress	ACC	N/A	N/A	N/A	Not quantifiable	N/A	
16	Work with partners to create community hubs, allowing people to work remotely without needing to access a central office location	Promoting Travel Alternatives - Encourage / Facilitate home-working	Ongoing	Planned	ACC Transport Strategy	ACC / Nestrans / Scottish Government	Not funded	£500k - £1 million	Not quantifiable	N/A	
17	Encourage the development of Travel Plans for schools, housing developments and workplaces	Promoting Travel Alternatives – School Travel Plans / Workplace Travel Planning	Ongoing	In progress	ACC Transport Strategy / ACC Development Management / ACC Local Development Plan	N/A	N/A	N/A	Not quantifiable.	N/A	Travel plans requested for all significant trip-generating developments,
18	Revise and implement the Council's own Travel Plan	Promoting Travel Alternatives –Workplace Travel Planning	2023	In progress	ACC Transport Strategy	ACC	Annual ongoing funding required.	£10k - £50k per annum.	Not quantifiable.	2023 – Adoption of revised Plan.	
19	Continue to encourage travel planning initiatives such as walking buses and park and stride schemes in schools	Promoting Travel Alternatives – School Travel Plans	Ongoing	In progress	ACC Transport Strategy	ACC / Sustrans / Smarter Choices Smarter Place	Annual ongoing funding required.	<£10k per annum	Not quantifiable.	N/A	School Travel Planning Guidance was updated in 2022.
20	Continue to work with schools on targeted promotional campaigns to encourage more pupils to travel by active modes of transport.	Promoting Travel Alternatives – School Travel Plans	Ongoing	In progress	ACC Transport Strategy	ACC / Sustrans / Smarter Choices Smarter Place	Annual ongoing funding required.	<£10k per annum	Not quantifiable.	N/A	School Travel Planning Guidance was updated in 2022.
21	Continue to facilitate active travel journeys through physical	Promoting Travel Alternatives – School Travel Plans	Ongoing	In progress	ACC Transport Strategy / ACC Traffic	ACC / Scottish Government	Annual ongoing	£1 million - £10 million	Not quantifiable.	N/A	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
	changes, such as safe routes and improving cycle and scooter parking facilities at schools				Management and Road Safety		funding required.				
22	Facilitate extension of the cycle hire scheme in Aberdeen	Transport Planning and Infrastructure - Public cycle hire scheme	Ongoing	In progress	ACC Transport Strategy / Big Issue Sharebike	Big Issue Sharebike	Not funded	£10k - £50k	Not quantifiable.	N/A	2022 – Big Issue Sharebike (on-street bike rental) launched.
23	Work with partners to develop a Bus Service Improvement Partnership (BSIP).	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	2028	In progress	North East Bus Alliance	N/A	N/A	N/A	Not quantifiable.	N/A	
24	Continue to develop the Business Case for Aberdeen Rapid Transit (ART)	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	2028	In progress	North East Bus Alliance	Transport Scotland	Partially funded	£500k - £1 million	Not quantifiable.	2023 – Completion of Options Appraisal and commencement of Outline Business Case (OBC). 2025 – Anticipated completion of OBC. 2027 – Completion of Full Business Case.	
25	Take forward any actions which arise from the ART study	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	2030	Not yet started	North East Bus Alliance	Transport Scotland	Not funded	>£10 million	Not quantifiable.	2027 – Completion of Full Business Case	Will depend on outcomes of Business Case work.
26	Complete the programme of multimodal corridor studies, identifying opportunities for enhanced bus priority on key corridors.	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	2025	In progress	ACC Transport Strategy / Nestrans / North East Bus Alliance	Transport Scotland / Nestrans	Partially funded	£1 million - £10 million	Not quantifiable.	2025 – Current programme of options appraisals and business cases due to be complete.	Various studies at different stages of option appraisal and business case development. Corridor improvement strategies will support the delivery of ART.

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
27	Implement the agreed recommendations of the multimodal corridor studies	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	2030	Planned	ACC Roads Projects	ACC / Nestrans / Transport Scotland	Not funded	>£10 million	Not quantifiable.	2025 – Completion of corridor study work; thereafter measures can move to design and delivery.	Recommended improvements still to be fully defined (dependent on action above).
28	Work with bus companies to demonstrate the practical benefits of ultra and low emission vehicles and facilitate the retrofitting of the bus fleet operating in the city	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	2028	In progress	North East Bus Alliance	Transport Scotland	Partially funded	£1 million - £10 million	Not quantifiable.	2024 – Bus fleet to be fully LEZ-compiant.	
29	Work with operators to improve the availability and quality of bus information in Aberdeen	Public Information - Other	Ongoing	In progress	North East Bus Alliance	ACC / Nestrans / Bus operators	Annual ongoing funding required.	<£10k per annum	Not quantifiable.	N/A	
30	Continue to promote park and ride sites as multi-modal transport interchanges	Public Information - Other	Ongoing	In progress	North East Bus Alliance	ACC / Nestrans / Bus operators	Annual ongoing funding required.	Variable	Not quantifiable.	N/A	
31	Investigate the potential to provide further parking at Dyce station to allow it to function as a mini park and ride site	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	Ongoing	In progress	ACC Transport Strategy / Nestrans	N/A	N/A	N/A	Not quantifiable.		
32	Continue to investigate the case for further rail stations and, where appropriate, encourage the safeguarding of land for future station expansion and development	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	Ongoing	In progress	ACC Transport Strategy / ACC Local Development Plan / Nestrans	Nestrans / Transport Scoltand	Fully funded	£500k - £1 million	Not quantifiable.	2024 - Aberdeen to Laurencekirk Multimodal Corridor Study should be complete.	Aberdeen to Peterhead and Fraserburgh studycomplete. .

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
33	Continue to promote rail travel to, from and within Aberdeen	Promoting Travel Alternatives - Promote use of rail and inland waterways	Ongoing	In progress	ACC Transport Strategy / Nestrans	N/A	N/A	N/A	Not quantifiable.	N/A	
34	Continue to support the decarbonisation of rail services and promote Aberdeen's willingness to be part of hydrogen rail trials	Transport Planning and Infrastructure – Public transport improvements- interchanges stations and services	Ongoing	In progress	ACC City Growth / Nestrans	N/A	N/A	N/A	Not quantifiable.	N/A	
35	Continue to encourage the shift to zero emission taxis and private hire vehicles.	Promoting Low Emission Transport - Taxi emission incentives	Ongoing	In progress	ACC Transport Strategy / ACC Licensing	N/A	N/A	N/A	Not quantifiable.	N/A	
36	Continue to promote the benefits of car sharing and the regional car sharing database	Alternatives to private vehicle use - Car & lift sharing schemes	Ongoing	In progress	ACC Transport Strategy / Getabout Partnership	N/A	N/A	N/A	Not quantifiable.	N/A	
37	Continue to promote the Car Club as a feasible alternative to private car ownership	Alternatives to private vehicle use - Car Clubs	Ongoing	In progress	ACC Transport Strategy	N/A	N/A	N/A	Not quantifiable.	N/A	
38	Continue to support the Car Club in the roll out of Ultra Low Emission Vehicles (ULEVs)	Alternatives to private vehicle use - Car Clubs	Ongoing	In progress	ACC Transport Strategy	N/A	N/A	N/A	Not quantifiable.	N/A	
39	Encourage the development of the Car Club in new locations and developments.	Alternatives to private vehicle use - Car Clubs	Ongoing	In progress	ACC Transport Strategy / ACC Development Management	N/A	N/A	N/A	Not quantifiable.	N/A	
40	Continue to support the Car Club by installation of new bays and associated infrastructure	Alternatives to private vehicle use - Car Clubs	Ongoing	In progress	ACC Transport Strategy / ACC Traffic	ACC / Developer Obligations / Scottish Government	Annual ongoing funding required.	£10k - £50k per annum	Not quantifiable.	N/A	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
					Management and Road Safety						
41	Continue to ensure that Council staff members are utilising the Car Club rather than grey fleet	Alternatives to private vehicle use - Car Clubs	Ongoing	In progress	ACC Transport Strategy	ACC	Annual ongoing funding required.	£10k - £50k per annum	Not quantifiable.	N/A	10 low emission Car Club vehicles available to Council staff on exclusive use basis.
42	Utilise zero and ultra-low emission vehicles within the Council's fleet and work with fleet operators to encourage the decarbonisation of goods vehicles, and other corporate fleets, including EcoStars accreditation	Vehicle Fleet Efficiency - Fleet efficiency and recognition schemes	Ongoing	In progress	ACC Fleet Services / ACC Environmental Health	ACC / Scottish Government	Annual ongoing funding required.	£1 million - £10 million	Not quantifiable.	N/A	
43	Encourage the purchase of zero and ultra-low emission vehicles through development of emission reduction measures such as emission based parking charges, Low Emission Zones and additional infrastructure.	Promoting Low Emission Transport - Company Vehicle Procurement / LEZ / Priority parking for LEVs	Ongoing	In progress	ACC Transport Strategy	ACC / Transport Scotland / Nestrans	Annual ongoing funding required.	£1 million - £10 million	Not quantifiable.	2022 – LEZ declared. 2024 – LEZ fully operational.	Emissions-based parking charges is one of the measures under consideration as part of the developing Car Parking Framework.
44	Continue to develop Aberdeen's Electric Vehicle Charging Network and Hydrogen Refuelling Station Network with Partners and investigate how this can be facilitated by renewable energy.	Promoting Low Emission Transport - Procuring alternative Refuelling infrastructure to promote Low Emission Vehicles, EV recharging, Gas fuel recharging	Ongoing	In progress	ACC Transport Strategy / ACC City Growth	ACC / Transport Scotland / EU Projects	Partly funded.	£1 million - £10 million	Not quantifiable.	N/A	
45	Encourage installation of EV infrastructure in new developments	Policy Guidance and Development Control - Other Policy	Ongoing	In progress	ACC Local Development Plan / ACC	N/A	N/A	N/A	Not quantifiable	N/A	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
					Development Management						
46	Encourage and support other organisations in putting in charging infrastructure for staff, customers and members of the public to use.	Promoting Low Emission Transport - Other	Ongoing	In progress	ACC Transport Strategy	N/A	N/A	N/A	Not quantifiable	N/A	
47	Explore opportunities to promote zero emission powered two wheelers in the city	Promoting Low Emission Transport - Other	Ongoing	Planned	ACC Transport Strategy	N/A	N/A	N/A	Not quantifiable	N/A	
48	Implement elements of the Nestrans Freight Action Plan including actions related to addressing congestion, consideration of traffic management in local areas, providing real time routing information, cleaner fleet schemes, reducing incidents between vulnerable uses and access delivery	Freight and Delivery Management - Route Management Plans/ Strategic routing strategy for HGVs	Ongoing	In progress	ACC Traffic Management and Road Safety / ACC Operations Nestrans	ACC / Nestrans / Scottish Government	Annual ongoing funding required.	£1 million - £10 million	Not quantifiable	N/A	
49	Seek to minimise HGV use of minor roads through implementing the North East Scotland Roads Hierarchy Study and findings of multi-modal corridor studies	Freight and Delivery Management - Route Management Plans/ Strategic routing strategy for HGVs	Ongoing	In progress	ACC Road Operations / ACC Traffic Management And Road Safety / Nestrans	ACC / Nestrans / Scottish Government	Annual ongoing funding required.	£1 million - £10 million	Not quantifiable	N/A	
50	Encourage deliveries to be made to the City Centre and Beach without	Freight and Delivery Management - Route Management Plans/	Ongoing	In progress	ACC Transport Strategy / ACC City Centre	N/A	N/A	N/A	Not quantifiable	N/A	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
	detrimental impact on congestion and air quality.	Strategic routing strategy for HGVs			Masterplan / ACC City Growth						
51	Encourage the use of alternative vehicles and fuelled technology for making deliveries in the city	Freight and Delivery Management – Freight Partnerships for city centre deliveries	Ongoing	In progress	ACC Transport Strategy / ACC City Centre Masterplan / ACC City Growth	N/A	N/A	N/A	Not quantifiable	N/A	
52	Continue to encourage the transfer of freight from road to more sustainable modes such as rail and sea.	Promoting Travel Alternatives - Delivery and Service plans	Ongoing	In progress	Nestrans	N/A	N/A	N/A	Not quantifiable	N/A	
53	Investigate the implementation of Traffic-Free Zones and Low Traffic Neighbourhoods, to protect residential amenity, reduce noise and air pollution and the impact of traffic on communities.	Traffic Management - UTC, Congestion management, traffic reduction	Ongoing	Planned	ACC Transport Strategy / ACC Traffic Management and Road Safety	ACC / Transport Scotland	Partly funded	£1 million - £10 million	Not quantifiable	N/A	Opportunities likely to be investigated as part of multimodal corridor studies / ART mitigation measures.
54	Consider traffic management solutions such as footway widening, improved crossing, School Travel Zones, Safe School Zones and car-free zones outside schools	Traffic Management - UTC, Congestion management, traffic reduction	Ongoing	In progress	ACC Traffic Management and Road Safety	Cycling, Walking and Safer Routes	Not funded.	£500k - £1 million	Not quantifiable	N/A	
55	Ensure that any proposals for road improvements are only taken forward once it has been evidenced that reducing the need to travel unsustainably,	Traffic Management - Strategic highway improvements, Re-prioritising road space away from cars, inc Access management, Selective	Ongoing	In progress	ACC Roads Projects	N/A	N/A	N/A	Not quantifiable	N/A	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
	maintaining and safely operating existing assets and making better use of existing capacity will not solve the problem (in line with the National Sustainable Investment Hierarchy) and prioritise the benefits delivered to sustainable modes of transport.	vehicle priority, bus priority, high vehicle occupancy lane									
56	Continue to implement the North East Scotland Roads Hierarchy to encourage people and goods to route into Aberdeen by the most appropriate routes and the city centre to become a destination	Traffic Management - Other	Ongoing	In progress	ACC Transport Strategy / ACC Traffic Management and Road Safety	ACC / Nestrans / Transport Scotand	Annual ongoing funding required	£1 million - £10 million	Not quantifiable	N/A	Specific interventions being identified as part of programme of multimodal corridor studies.
57	Investigate the implications of introducing other demand management methods, such as workplace parking licencing, road user charging and emissions based parking, in the city	Traffic Management - Workplace Parking Levy,	Ongoing	Planned	ACC Transport Strategy / Nestrans / Transport Scotland	N/A	N/A	N/A	Not quantifiable.	2025 – completion of Car Parking Framework.	Parking policies to be reviewed as part of forthcoming Car Parking Framework
58	Ensure that new developments are accessible by a range of modes of transport and prioritise access and permeability by sustainable modes	Policy Guidance and Development Control - Promoting place-based approaches	Ongoing	In progress	ACC Local Development Plan / ACC Development Management	N/A	N/A	N/A	Not quantifiable.	2023 – Revised Aberdeen Local Development Plan adopted.	Supporting Aberdeen Planning Guidance under development.

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
59	Ensure that all new developments demonstrate that sufficient measures have been taken to minimise traffic generation through Transport Assessments, Travel Plans and Travel Packs and appropriate on-site measures	Policy Guidance and Development Control - Promoting place-based approaches	Ongoing	In progress	ACC Local Development Plan / ACC Development Management	N/A	N/A	N/A	Not quantifiable.	2023 – Revised Aberdeen Local Development Plan adopted.	Supporting Aberdeen Planning Guidance under development.
60	Encourage movement within and between developments which supports the Local Living concept and discourages travel by private car	Policy Guidance and Development Control - Promoting place-based approaches	Ongoing	In progress	ACC Local Development Plan / ACC Development Management	N/A	N/A	N/A	Not quantifiable.	2023 – Revised Aberdeen Local Development Plan adopted.	Supporting Aberdeen Planning Guidance under development.
61	Ensure that city centre residents still have access to transport choices without the need to own a private car	Policy Guidance and Development Control - Promoting place-based approaches	Ongoing	In progress	ACC Transport Strategy / ACC City Centre Masterplan	N/A	N/A	N/A	Not quantifiable.	2023 – Revised Aberdeen Local Development Plan adopted.	Supporting Aberdeen Planning Guidance under development.
62	Ensure maximum car parking standards are not exceeded in all new developments and provide people with alternatives to owning a car.	Policy Guidance and Development Control - Promoting place-based approaches	Ongoing	In progress	ACC Transport Strategy / ACC Local Development Plan	N/A	N/A	N/A	Not quantifiable.	2023 – Revised Aberdeen Local Development Plan adopted.	Supporting Aberdeen Planning Guidance under development.
63	Encourage implementation of Home Zones and low/no car housing where appropriate.	Policy Guidance and Development Control - Promoting place-based approaches	Ongoing	In progress	ACC Local Development Plan / ACC Development Management	N/A	N/A	N/A	Not quantifiable.	2023 – Revised Aberdeen Local Development Plan adopted.	Supporting Aberdeen Planning Guidance under development.

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
64	Encourage development of brownfield sites and mixed use communities in recognition of their ability to reduce travel distances	Policy Guidance and Development Control - Promoting place-based approaches	Ongoing	In progress	ACC Local Development Plan	N/A	N/A	N/A	Not quantifiable.	2023 – Revised Aberdeen Local Development Plan adopted.	Supporting Aberdeen Planning Guidance under development.
65	Develop a Car Parking Framework for the City covering on and off-street parking and complementing the North East Roads Hierarchy	Policy Guidance and Development Control - Promoting place-based approaches	2025	Planned	ACC Transport Strategy	N/A	N/A	N/A	Not quantifiable.	2024 – Draft Framework. 2025 – Final Framework.	Strategic Car Parking Review, the outcomes of which will inform a future framework, was completed in 2019. Work was paused as a result of the COVID-19 pandemic but will restart upon adoption of a revised Local Transport Strategy.
66	Use Intelligent Transport System (ITS) technology to improve network efficiency and manage traffic flow through transport corridors.	Traffic Management - Other	Ongoing	In progress	ACC Roads Operations	N/A	N/A	N/A	Not quantifiable.	N/A	
67	Further develop ITS to give priority to particular types of vehicles or road user, where appropriate.	Traffic Management - Other	Ongoing	Planned	ACC Roads Operations	ACC	Not funded.	£100k - £500k	Not quantifiable.	N/A	
68	Use ITS to provide reliable travel information to road users, so that they can make informed decisions before and during their journey.	Public Information - Other	Ongoing	Planned	ACC Roads Operations	ACC	Not funded.	£100k - £500k	Not quantifiable.	N/A	
69	Explore opportunities to update the travelling public on environmental conditions within the city centre.	Public Information - Other	Ongoing	Planned	ACC Roads Operations	N/A	N/A	N/A	Not quantifiable.	N/A	

Measure No.	Measure	Category and Classification	Expected/Actual Completion Year	Measure Status	Delivery Organisation(s)	Funding Source	Funding Status	Estimated Cost of Measure	Target Reduction in Pollutant / Emission from Measure	Key Milestones	Comments
70	Support and encourage measures which see the reduction of emissions from the harbour, its operations and supporting infrastructure	Promoting Low Emission Transport – Other	Ongoing	In progress	ACC Transport Strategy / Nestrans	N/A	N/A	N/A	Not quantifiable.	N/A	
71	Add to, utilise and link to blue and green infrastructure as part of transport improvement schemes	Transport Planning and Infrastructure - Other	Ongoing	In progress	ACC Roads Projects / ACC Climate and Environment Policy	N/A	N/A	N/A	Not quantifiable.	N/A	
72	Manage the installation of biomass boilers and combined heat and power (CHP) installations through Planning Permission process	Policy Guidance and Development Control – Air Quality	Ongoing	In progress	ACC Planning Policy	N/A	N/A	N/A	Not quantifiable	N/A	
73	Robust air quality controls for developments requiring Pollution Prevention and Control (PPC) permits	Policy Guidance and Development Control – Air Quality	Ongoing	In progress	SEPA and ACC ACC Planning Policy	N/A	N/A	N/A	Not quantifiable	N/A	
74	Continue with improvements to all ACC owned properties and infrastructure to reduce non-traffic related emissions	Climate Change Plan	Ongoing	In progress	ACC Climate and Environment Policy	N/A	N/A	N/A	Not quantifiable	N/A	
75	Protection of existing trees, and encouragement of proactive tree planting at developments across the City	Policy Guidance and Development Control – Trees & Woodlands Climate Change Plan	Ongoing	In progress	ACC Climate and Environment Policy / ACC Planning Policy	N/A	N/A	N/A	Not quantifiable	N/A	

6 Glossary of Terms

Abbreviation	Description
ACC	Aberdeen City Council
AWPR	Aberdeen Western Peripheral Route
AQAP	Air Quality Action Plan - A detailed description of measures, outcomes, achievement dates and implementation methods, showing how the local authority intends to achieve air quality limit values'
AQMA	Air Quality Management Area – An area where air pollutant concentrations exceed / are likely to exceed the relevant air quality objectives. AQMAs are declared for specific pollutants and objectives
AQS	Air Quality Strategy
APR	Annual Progress Report
ART	Aberdeen Rapid Transit
CCMP	Aberdeen City Centre Masterplan
CHP	Combined Heat and Power
EU	European Union
EV	Electric Vehicle
HGV	Heavy Goods Vehicle
LAQM	Local Air Quality Management
LEZ	Low Emission Zone

LGV	Light Goods Vehicle
LTS	Local Transport Strategy
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides
PM_{10}	Airborne particulate matter with an aerodynamic diameter of 10µm (micrometres or microns) or less
$PM_{2.5}$	Airborne particulate matter with an aerodynamic diameter of 2.5µm or less
PPC	Pollution Prevention and Control
SEPA	Scottish Environment Protection Agency
SUMP	Sustainable Urban Mobility Plan

Appendix 2
Draft Aberdeen Local Transport Strategy (2023-2030)
At a Glance

1. What is a Local Transport Strategy?

A Local Transport Strategy (LTS) is a transport plan which looks at the transport needs of a Council area. It includes a vision, objectives, policies and actions to meet those needs over a set period of time. In the case of Aberdeen, this is for seven years. To do this, a Local Transport Strategy considers transport's relationship with wider plans such as those for communities, environment, land use, economy and health. Although the Aberdeen Local Transport Strategy Focuses on Aberdeen City it also considers connections into Aberdeenshire, given the important role of Aberdeen to the wider region. The Strategy covers the period from 2023 – 2030, but will also include longer reaching outcomes towards 2045. This will provide a clear framework for more strategic decision making and investment.

The development of the Local Transport Strategy has followed a Scottish Transport Appraisal Guidance (STAG) based process to ensure a robust process has been followed.

2. Key Drivers, Challenges and Opportunities

Key Drivers

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

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

Economy and Efficiency

• Local commitment that no one will suffer due to poverty in Aberdeen by 2026.
• National aim to make best use of the existing transport network before building new Infrastructure.
• Requirement of Council, as Roads Authority, to maintain and manage the transport Network.
• Regional aim to improve journey efficiencies to enhance connectivity

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

Placemaking
• National commitment to create 20 minute neighbourhoods
• Locally, a 20% reduction in traffic needed to deliver Aberdeen City Centre Masterplan).
• Regional commitment to improve accessibility issues in North East Scotland
• National aim to promote a positive 'sense of place' – design/materials/soft landscaping/ maintenance

Challenges

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

Opportunities

• Bus Partnership Fund – Multi-modal corridor studies being undertaken to identify

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

More details of how these were identified can be found in the full draft Aberdeen Local Transport Strategy (2023-2030)

3. The Strategy

Vision

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

Objectives

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

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

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen

E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors

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

4. Topic areas and Policies for the Local Transport Strategy

In order to deliver against the identified objectives, forty topic areas have been Identified, each with a corresponding Policy. At the end of each topic area is a corresponding policy and a series of actions for the LTS to achieve. The policies are listed below. The actions can be found in the main draft Aberdeen Local Transport Strategy (2023-2030) document.

POLICY 1: CLIMATE CHANGE MITIGATION AND ADAPTION
To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement

POLICY 2: AIR QUALITY
Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.

POLICY 3: NOISE QUALITY
Reduce levels of noise from the transport network in Aberdeen.

POLICY 4: REDUCING THE NEED TO TRAVEL
Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel.

POLICY 5: WALKING AND WHEELING
To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.

POLICY 6: CYCLING
To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.

POLICY 7: BUS
To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability cost and convenience benefits to make people choose it over the car.

POLICY 8: ABERDEEN RAPID TRANSIT
To work with partners including NESTRANS, Transport Scotland and the North east Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city.

POLICY 9: PARK AND RIDE
Work with partners to ensure that Park and Ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.

POLICY 10: STRATEGIC RAIL NETWORK
To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.

POLICY 11: COMMUNITY AND DEMAND RESPONSIVE TRANSPORT (DRT)

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

POLICY 12: COACHES
To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.

POLICY 13: TAXIS AND PRIVATE HIRE VEHICLES
To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.

POLICY 14: CAR SHARING
Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so.

POLICY 15: CAR CLUBS
Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city.

POLICY 16: POWERED TWO-WHEELERS
To improve conditions for motorcyclists on Aberdeen's roads, particularly in terms of rider safety and encourage a shift to low carbon vehicles.

POLICY 17: ZERO EMISSION VEHICLES
In line with National Targets, to lead by example in the Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities.

POLICY 18: PARKING
To develop a parking regime for Aberdeen that supports the principle of the City Centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities.

POLICY 19: DEMAND MANAGEMENT
In addition to parking and traffic management, investigate, in partnership with Aberdeenshire Council and NESTRANS, the implications of introducing other demand management methods to Aberdeen.

POLICY 20: ROAD IMPROVEMENTS
In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.

POLICY 21: TRUNK ROAD NETWORK
Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen.

POLICY 22: ABERDEEN WESTERN PERIPHERAL ROUTE
To continue to "lock in" the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the City Centre to function as a destination rather than a through route.

POLICY 23: SHIPPING AND FERRY SERVICES
To work with partners to ensure that Aberdeen's harbours remain world class, able to grow their National and International trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users.

POLICY 24: AIR SERVICES
To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.

POLICY 25: FREIGHT
To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.

POLICY 26: TRAVEL AWARENESS AND INFORMATION
With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network.

POLICY 27: LAND USE PLANNING
To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.

POLICY 28: TRAVEL PLANS
To ensure that the transport impact of existing and new developments in Aberdeen are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City.

POLICY 29: CITY CENTRE AND BEACH
Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.

POLICY 30: BIODIVERSITY AND GREEN SPACE

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

POLICY 31: TRAFFIC MANAGEMENT AND ROAD SAFETY
To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.

POLICY 32: ENFORCEMENT
To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.

POLICY 33: SCHOOL TRAVEL AND YOUNG PEOPLE
To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them.

POLICY 34: NEW TECHNOLOGIES AND INITIATIVES
Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.

POLICY 35: INTELLIGENT TRANSPORT SYSTEMS
To expand the use of ITS in Aberdeen in order to improve the efficiency and understanding of the transport network in the City.

POLICY 36: ROAD, CARRIAGEWAY AND FOOTWAY MAINTENANCE
To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance.

POLICY 37: WINTER MAINTENANCE
To ensure the safe movement of users of Aberdeen's transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.

POLICY 38: STRUCTURES
To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications.

POLICY 39: RESILIENCE
To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions.

POLICY 40: LIGHTING

Ensure that Aberdeen's lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances.

5. Monitoring

The Local Transport Strategy progress will be monitored every year with performance measured against the Objectives and Outcomes.

POLICY 41: MONITORING
Ensure that the objectives and outcomes of the Aberdeen LTS are monitored with suitable sources and indicators

6. Next Steps

The draft Aberdeen Local Transport Strategy (2023-2030), Appendices and Supporting Documents will be available for public and stakeholder consultation for 8 weeks in Autumn 2023.

Work will then take place to turn the draft Local Transport Strategy (2023-2030) into a final version. It is intended to report this to the relevant Council committee for adoption in Spring 2024.

Following the approval of the Aberdeen Local Transport Strategy (2023-2030), the next stage will be to create the accompanying Local Transport Strategy Delivery Plan. This will look at

- The Actions that the Local Transport Strategy has set out to achieve
- The timeline for achieving them
- The relevant teams or resources which will be required to carry these out
- The cost of doing so
- What funding already exists
- What has already been undertaken

More details

The full draft Aberdeen Local Transport Strategy (2023-2030) document can be found here (TBC)

Appendix 3
Aberdeen Local Transport Strategy (2023-2030) Easy Read

What is a Local Transport Strategy?

A Local Transport Strategy (LTS) is a transport plan which looks at the transport needs of a Council area. It includes a vision, objectives, policies and actions to meet those needs over a set period of time. In the case of Aberdeen, this is for seven years. To do this, a Local Transport Strategy considers transport's relationship with wider plans such as those for communities, environment, land use, economy and health. Although the Aberdeen Local Transport Strategy Focuses on Aberdeen City it also considers connections into Aberdeenshire, given the important role of Aberdeen to the wider region. The Strategy covers the period from 2023 – 2030, but will also include longer reaching outcomes towards 2045. This will provide a clear framework for more strategic decision making and investment.

The strategy recognises that a transport network which is dependent on private cars is not in the best interests of residents, commuters and visitors to the city. This is not accessible to all, can lead to congestion and health issues, does not make best use of space and can cause environmental problems. Therefore, the importance of giving people choice and making it easier to get around by other modes of transport will be key to a successful city and better movement of goods and people.

The Vision, Objectives, Outputs and Outcomes for the Local Transport Strategy are outlined below

Vision

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

Objectives

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

Outcomes up to 2030	
1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline	11. Improved interchange opportunities between modes in Aberdeen
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners

G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre	P. A transport network which is resilient and can cope with external disruptors

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

Monitoring

The Local Transport Strategy progress will be monitored every year with performance measured against the Objectives and Outcomes.

More details

The full draft Aberdeen Local Transport Strategy (2023-2030) document can be found here (TBC)

This page is intentionally left blank

Appendix 4
SEA ENVIRONMENTAL REPORT – COVER NOTE

PART 1

To: SEA.gateway@scotland.gsi.gov.uk

PART 2

An Environmental Report is attached for:

Aberdeen Local Transport Strategy (LTS) 2023-2030

The Responsible Authority is:

Aberdeen City Council

PART 3

Contact name	Tony Maric
Job Title	Planner (Transport Strategy and Programmes)
Contact address	Aberdeen City Council, Transport Strategy and Programmes, Strategic Place Planning, Business Hub 4, Marischal College, Broad Street, Aberdeen AB10 1AB
Contact tel no	01224 069500
Contact email	tmaric@aberdeencity.gov.uk

PART 4

Signature (electronic signature is acceptable)	A. Maric
Date	

CONTENTS

Introduction

In accordance with the Environmental Assessment (Scotland) Act 2005, Aberdeen City Council is carrying out a Strategic Environmental Assessment (SEA) of the refresh of the Aberdeen Local Transport Strategy (LTS) and its accompanying Action and Delivery Plan.

SEA is a systematic method for considering the likely environmental effects of Plans, Programmes and Strategies (PPS). It aims to:

- Integrate environmental factors into PPS preparation and decision-making;
- Improve PPS and enhance environmental protection;
- Increase public participation in decision-making; and
- Facilitate openness and transparency of decision-making.

The key stages of the SEA process are:

- **Screening** – Determining whether the PPS is likely to have significant environmental effects and whether SEA is required;
- **Scoping** – Deciding on the scope and level of detail to be included in the Environmental Report and the period for consultation;
- **Environmental Report** – Publishing and consulting upon an Environmental Report relating to the plan and its anticipated environmental effects;
- **Adoption** – Providing information on the adopted plan, including how consultation outcomes have been taken into account, and identifying a monitoring framework; and
- **Monitoring** – Monitoring significant environmental effects and taking appropriate remedial action for any unforeseen effects.

This document therefore forms the Environmental Report for the Aberdeen Local Transport Strategy (2023-2030). The purpose of the Report is to:

- provide information on the LTS; and
- identify, describe and evaluate the likely significant effects of the LTS and its reasonable alternatives.

The Report takes into account responses received by the consultation authorities - Historic Scotland, SEPA (Scottish Environment Protection Agency) and SNH (Scottish Natural Heritage) – during the Scoping stage of the SEA process and during consultation on the draft Environmental Report and provides an objective account of the anticipated environmental effects of implementing the LTS.

Purpose of the LTS

The refreshed LTS covers the period 2023-2030 and sets a vision, objectives, desired outcomes and actions for transport in Aberdeen.

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

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

- TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen
- TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare
- TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.
- TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.
- TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive
- TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather
- TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.
- TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen

The LTS should achieve the following outcomes, shown in Table 1 below, by 2030

Table 1 – Outcomes for lifespan of next LTS

Outcomes up to 2030	
1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline	11. Improved interchange opportunities between modes in Aberdeen
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

Outcomes beyond 2030

These should contribute towards the following longer-term outcomes, shown in Table 2, by 2045 (Beyond the life of this LTS)

Table 2 – Longer-term outcomes

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors

These would be achieved by focusing on the following outputs, shown in Table 3

Table 3 – Outputs

Outputs	
More high quality active travel infrastructure in Aberdeen.	More EV charging and Hydrogen Refuelling Infrastructure and supporting measures in Aberdeen.
Maintenance of existing facilities in Aberdeen.	An Aberdeen Parking Framework.
Aberdeen Rapid Transit and faster, more frequent and more reliable public transport options.	Improved sustainable transport links to, from and within Aberdeen city centre.
More Car Club cars, more Car Club locations and more people signed up as Car Club members.	Mobility As A Service (MAAS) development in Aberdeen.
Development and delivery of the Aberdeen city centre and Beach masterplan.	An Aberdeen Parking Framework.
More hire bikes, locations and more	Behaviour Change schemes and

people signed up as bike hire members. More bike refurbishment schemes.	campaigns (Education, Information, Awareness raising) in Aberdeen.
Reallocation of road space in Aberdeen.	Enforcement of the Low Emission Zone (LEZ).
More interchange points between modes of transport.	Climate adaption measures built into new transport Infrastructure.

The LTS will also contain a series of policies and supporting actions that the Council and partners will pursue in order to meet these objectives.

The policies and actions complement the overall vision, objectives and desired outcomes of the LTS. The Environmental Report therefore assesses the vision and each of the objectives and policies (with supporting actions) identified in the LTS against the SEA topics (biodiversity, air, climatic factors, soil, water, landscape, population, human health, cultural heritage and material assets) in order to identify the likely significant effects of implementing the proposed Strategy.

Environmental Context

There are a number of environmental problems facing Aberdeen at present. A thorough review of the available environmental data has helped identify the baseline within which the LTS is being developed. Key points to note from this review are:

- Carbon dioxide (CO_2) emissions have fallen, although there has been some annual fluctuations. Transport emissions have fallen slightly though fluctuated and remain a significant contributor to city CO2 emissions these;
- Aberdeen consumes more resources per person than any other Scottish city. Again, transport is a significant contributor to this;
- There is a need for the transport network to become more resilient to, and able to adapt to the effects of, climate change;
- Areas of Aberdeen suffer from poor air quality. Three Air Quality Management Areas (AQMAs) have been declared (see Appendix C), where regular exceedances of the annual mean limit value for nitrogen dioxide (NO_2) and particulate matter (PM10) occur. While buses and HGVs contribute most to NO_2 emissions, cars and taxis contribute most to PM10;
- There are eighteen Noise Management Areas (NMAs) in the City resulting from road traffic noise and two candidate NMAs resulting from railway noise (see Appendix C);
- Water quality in Aberdeen is generally good, although river quality is rated 'moderate' or 'good';
- Aberdeen has a broad network of sites important for biodiversity, cultural heritage and landscape which should be protected and, where possible, enhanced;
- Life expectancy has remained fairly stable but the trend is towards an ageing population. An ageing population raises implications for ensuring that mobility and accessibility can be maintained into old age;
- The population of the City and the wider region has remained fairly static, although there is still pressure on an already congested network.
- Car ownership has remained fairly static, exacerbating pressure on the network and contributing to poor health in terms of pollution, air quality, noise and inactivity;
- With the exception of the Aberdeen Western Peripheral Route, public road lengths

have remained fairly static in recent years despite the growing population and associated car ownership, thus contributing to congestion; and
- There have been limited improvements in public transport infrastructure, in terms of new railway stations, Park and Ride sites and interchanges, etc. although this is forecast to change over the life of this LTS.

The LTS must therefore recognise and aim to remedy existing environmental concerns that are caused by transport or which transport could play a part in remedying. These include:

- Impacts on biodiversity in terms of habitat fragmentation and land take from transport, animals killed by moving vehicles and pollution, noise and other disturbances resulting from transport operations;
- High volumes of road traffic leading to poor air quality, and thus impacting on the health of humans and other species and causing damage to buildings;
- Fluctuating carbon dioxide emissions, contributing to climate change;
- Impacts on soil and water in terms of pollution and contamination;
- Reduced visual amenity of the landscape;
- An ageing population
- High car ownership;
- Increasing recognition of the ill-effects of environmental noise;
- A lack of physical activity amongst the population;
- Loss of, or limited access to, areas of open and green space; and
- Pressure on cultural heritage sites from development, traffic, parking demand and transport infrastructure.

Without implementation of the LTS it is anticipated that many of these environmental problems will remain or potentially worsen, particularly:

- Loss of biodiversity resulting from habitat fragmentation, land take and pollution;
- Poor air quality resulting from road traffic;
- Increasing CO_2 and greenhouse gas emissions, further contributing to climate change;
- Transport infrastructure that is not resilient and adaptive to climate change;
- Water and soil pollution resulting from new infrastructure and increased traffic;
- Negative impacts on the landscape and the setting of attractive and important buildings and sites;
- Poor health resulting from inactivity and pollution; and
- A lack of facilities to enable sustainable transport.
- Reliance on private cars

It is anticipated that implementation of the LTS can contribute to addressing and improving many of these concerns. At the very least, care should be taken to ensure that the LTS does not contribute to a worsening of conditions.

Assessment of environmental effects

For the purposes of the environmental assessment, two scenarios were considered – a 'preferred strategy' scenario (with a refreshed LTS in place) and a 'Do-minimum scenario. The assessment revealed that the scenario with a refreshed LTS in place performed considerably better than a 'do-minimum' scenario. In the latter scenario, with the Council looking to tackle the problems arising from transport with a 'business as usual' approach,

current problems attributable to transport (economic, social and environmental) are likely to worsen. On the other hand, the adoption and implementation of an updated LTS, identifying new projects and interventions to be taken forward, supported by ambitious objectives and aspirations, and forming a strong policy context for transport and the environment going into the future, will result in a cleaner, greener transport system, with safety and accessibility benefits for all, and where the negative impacts on the economy and the environment are significantly reduced.

The key points to be noted from the assessment are provided in the table below:

SEA Topic	Comments
Biodiversity	Implementation of the LTS will have largely positive impacts on biodiversity, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. This should have multiple benefits for biodiversity, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the likelihood of damage and disruption to protected/vulnerable habitats and species; • A reduction in animals killed by moving vehicles • A reduction in environmental pollution, noise and artificial light which can negatively impact upon vulnerable species; • Reduced run-off from roads into soil and watercourses. Other potentially positive impacts include: • Protection to habitats and species afforded by maintenance approaches and flood prevention schemes; and • Benefits to nocturnal species through a reduction in street lighting, especially overnight. • The potential to create new habitats and nature networks as part of mitigation measures introduced into new transport schemes, including new active travel routes. • The planting of trees alongside new roads, upgraded roads and active travel routes. • Nature friendly SUDs solutions to enhance biodiversity. In addition, a specific biodiversity and green space high level action seeks to Improve accessibility to open spaces in Aberdeen and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery with the following actions • Take opportunities to improve and create new habitats as part of transport improvement and maintenance schemes. • Changes to transport infrastructure should not only respect the character of all landscapes and reduce the negative effects of transport upon them but should also protect, conserve and enhance

	wildlife, habitats and landscapes. • Integrate the LTS with other strategies and actions contained within the Open Space Strategy, Nature Conservation, Net Zero Aberdeen Natural Environment Strategy, and proposed woodland strategy. • Ensure access to green space is enabled and in ways which encourage the usage of active and sustainable transport to get there. • Support national commitment locally to halt biodiversity loss by 2030. • Add to, utilise and link to blue and green infrastructure as part of transport improvement schemes Those impacts identified as potentially negative and which will require mitigation, are: • Disruption to aquatic species from an increase in shipping and harbour activity; • Short-term disruption (in terms of additional noise and pollution) resulting from road maintenance works, including winter maintenance; and • Possible disruption to species and their habitats through an increase in cycle routes and cycling through areas of natural beauty and greenspace. • Run off to watercourses.
Air Quality	Implementation of the LTS will have largely positive impacts on air quality, although some impacts are potentially negative and could lead to disbenefits. Road transport is currently the main contributor to poor air quality in Aberdeen. The LTS seeks to address this by reducing the need to travel, reducing reliance on the private car, reducing road traffic in favour of cleaner modes of transport and reducing congestion. For journeys where the motor car is the preferred mode of transport, the Strategy seeks to promote car sharing, the use of Car Clubs and the use of low emission vehicles, all of which will serve to reduce the impact of transport on air quality. The Strategy contains a specific high level action relating to air quality to "Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked". This is further realised by the following actions • Ensure that Air Quality Action Plan measures and Local Transport Strategy aims, outcomes, objectives and actions are aligned. • Ensure that Aberdeen's Low Emission Zone is ready to be enforced by May 2024 • Continue to investigate ways in which the Low Emission Zone could be further developed for the benefit of the city • Improve air quality to the point where the City's Air Quality Management Areas can be revoked and look at further citywide improvements, • Require mitigation measures for new schemes, where additional vehicle trips will impact on air quality. Those impacts identified as potentially negative for air quality and which will require mitigation, are: • An increase in shipping and subsequent traffic around the Harbour,

	currently within an AQMA; • Congestion and traffic displacement resulting from road improvement and maintenance schemes; • Reducing vehicle speeds which can cause an increase in certain emissions; • An increase in car usage resulting from reduced street lighting discouraging walking and cycling during hours of darkness; and • An increase in motorcycle use which could lead to an increase in certain harmful emissions. • Use of electric vehicles does not combat congestion and can still cause particulate emissions from road, tyre and brake wear
Climatic Factors	Implementation of the LTS will, on the whole, have a long-term positive impact on climatic factors, although some impacts may potentially be negative. Transport emissions, particularly CO_2, are a significant contributor to climate change. The LTS seeks to reduce the need to travel, to reduce reliance on the private car, to reduce road traffic in favour of cleaner modes of transport, to reduce congestion and to encourage more responsible vehicle use (car sharing, Car Clubs, low emission vehicles). Should the Strategy be successful in achieving these aspirations, climate-changing emissions would significantly reduce. In addition, the LTS contains a specific high level action relating to climate change adaptation and mitigation to "contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement". This is further realised by the following actions • Continue to promote and facilitate measures which reduce the need to travel • Develop the transport network in line with the National Sustainable Transport Hierarchy giving consideration to the most sustainable modes first • Continue to enable hydrogen refuelling and EV charging infrastructure and investigate how this can be facilitated by renewable energy • Ensure that the LTS aligns with the Net Zero Vision, Strategic

	Infrastructure Plan, Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework and work with partners to take mobility aspects forward • Ensure that the risk of flooding or environmental impact is taken into account in the design and construction of infrastructure and that opportunities to manage open spaces such as road verges are maximised to reduce surface water flooding and run off. • Continue to implement a range of hard and soft engineering measures when dealing with flood risk management and mitigation and in the urban environment consider where hard landscaping can be reduced where possible, for instance, resist front gardens being turned into car parks • Ensure that the net-zero message and target is clearly communicated to users and operators of the transport network" Those impacts identified as potentially negative and which will require mitigation, are: • An increase in shipping and activity around the harbour which could increase emissions; • Potential impact on CO2 from electricity consumption from an increase in EV charging infrastructure (depending on how the electricity is generated and transmitted). • Congestion and traffic displacement resulting from road improvement and maintenance schemes; • Reducing vehicle speeds which can cause an increase in certain emissions; and • An increase in car usage resulting from reduced street lighting discouraging walking and cycling during hours of darkness.

Soil	Although the majority of LTS objectives have a neutral impact on soil, some positive and negative impacts are anticipated. In terms of the positives, there will be long-term benefits relating to reduced land take resulting from the LTS's support for brownfield development and 20 minute neighbourhoods and the promotion of non-car modes of transport which should reduce the need for large-scale transport schemes (particularly new roads). Reduced run-off from roads to soil is also anticipated to result from improved road maintenance and improved flood defences. There is also a commitment to incorporate SUDS in any new road or road improvement schemes. Measures to improve air quality in the LTS will also positively impact on soil, through reducing the impacts of air pollution. Potentially negative impacts relate to the risk of soil contamination from transport improvement and maintenance schemes, which should be overcome by mitigation. There is a risk that new infrastructure could cause landslip while any new infrastructure has the potential to lead to soil compaction and sealing which is unavoidable.
Water	Although the majority of LTS objectives have a neutral impact on water, some positive and negative impacts are anticipated. In terms of the positives, a decrease in motorised traffic would reduce the need for new transport facilities. Improved and better-maintained roads can likewise reduce run-off. There is also a commitment to incorporate SUDS in any new road or road improvement schemes. In terms of negative impacts, it is recognised that maintenance, improvement and flood prevention schemes could result in the release of pollutants into watercourses during construction, although this can be overcome by careful mitigation. In addition, increases in shipping and water freight to and from Aberdeen could lead to an increase in water pollution. The LTS contains a high level action around Resilience to "ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather and other large disruptions" with relevant water actions to • Continue to assess flood defences throughout the City. • Continue to assess areas at risk from flooding. • Implement a range of hard and soft engineering measures to deal with flood risk management and mitigation. • Continue the maintenance programme to clear blocked drains and inspection of water courses. • Ensure that the designs, construction and materials used for new and improved schemes maximise the resilience of schemes against flooding • Ensure that resilience forms part of the justification for improving active travel infrastructure

Landscape	The impact on the landscape of implementation of the LTS is mixed, although more positive than negative impacts are anticipated. The LTS's primary aspiration is to discourage private car use and encourage and facilitate the use of alternative modes. The main long-term positive anticipated from this is a reduced need for construction of new roads and bridges which may otherwise be inevitable with continually increasing car usage and which could lead to an unsightly urban landscape. A reduction in traffic, coupled with urban realm improvements, including reducing the impact of parking, and the implementation of SUDS would contribute towards a more aesthetically pleasing landscape, less troubled by the presence of vehicles and congestion. Improvements in street lighting can also contribute to improving the landscape setting, while road maintenance and flood prevention schemes serve to offer protection to the landscape. Landscaping can also be incorporated into the design of transport schemes and redesign of existing assets. The LTS acknowledges the importance of the Sustainable Investment Hierarchy and the need to make best use of existing capacity before creating more. There is action in the Road Improvements section to "Ensure that any proposals for road improvements are only taken forward once it has been evidenced that reducing the need to travel unsustainably, maintaining and safely operating existing assets and making better use of existing capacity will not solve the problem, in line with the National Sustainable Investment Hierarchy" In terms of potentially negative impacts, these include: • Flood defences detracting from areas of natural beauty; and • An increase in unsightly traffic management and speed reduction features leading to a cluttered urban environment. There may also be some more short-term negative impacts on the landscape arising from maintenance works leading to an unsightly environment, although such activities are obviously temporary.
Population	The impact of the LTS on the population is anticipated to be mostly positive, although some potentially negative impacts have been identified.

	In terms of the economy, long-term benefits will result from reduced congestion and improved journey time reliability. Benefits will also accrue from City Centre regeneration proposals (including an improved transport environment) and the more efficient use of car parking spaces at key destinations. In terms of accessibility and social inclusion, the LTS will bring long-term benefits by raising awareness of, and facilitating travel by, walking, cycling, public transport, community and social transport, car sharing and car clubs to ensure that all people can access the destinations and services they need, and that transport is convenient, safe and inexpensive. Responsible management of blue badge parking spaces will also improve accessibility for those with disabilities. Potentially negative impacts identified are: • Delays and congestion resulting from improvement and maintenance schemes, albeit these are short- short term; and • Restricting car movement could impact upon those who are reliant on cars to get around due to mobility issues • Social exclusion resulting from reduced levels of street lighting which could discourage some people, especially the more vulnerable members of society, from travelling during the hours of darkness.
Human Health	The impact of the LTS on health is anticipated to be mostly positive, although some potentially negative impacts have been identified. Long-term positive impacts will result from the Strategy's aspirations to encourage more walking and cycling and to reduce car use which will facilitate an increase in physical activity, improve air quality and reduce noise, thus improving the health and wellbeing of the population. Improving access to the outdoors and to healthcare facilities has obvious health benefits, whilst reduced traffic, reduced speeds, road and bridge maintenance activities, accident and flood prevention schemes and a more secure night-time environment will improve the safety of the travelling public, reducing the number of transport-related accidents and injuries and reducing incidences of assault and abuse. Road maintenance can also reduce noise, with resulting mental health benefits. Potentially negative impacts, identified, which will require mitigation, are: • A decline in air quality around the Harbour area resulting from increased shipping; • An increase in road accidents and poor perceptions of safety as a result of reduced levels of street lighting; • An increase in congestion during road maintenance works and the displacement of traffic to alternative streets, with road safety and health implications; and • A decline in air quality resulting from increased motorcycle use. • An emphasis on reducing the need to travel which could lead to mental health issues in exacerbating social isolation and physical health issues in reducing the need to move.

Cultural Heritage	The impact of the LTS on cultural heritage is anticipated to be mostly positive, although some potentially negative impacts have been identified. In terms of positive impacts, these largely relate to the traffic reduction aspirations outlined in the LTS and are therefore long-term impacts. Less traffic around historically and/or culturally important sites will improve the setting of such sites, ensuring views are not blighted by parked cars, traffic or congestion, and will reduce emissions and pollution around such sites, which are known to cause deterioration and damage to ancient buildings and monuments. Noise will also reduce, allowing people to better enjoy the experience of being in and around important buildings and sites. The setting of such sites may also be enhanced by improvements to street lighting, while valuable assets will be protected by an increase in flood defences. Accessibility improvements will also have long-term benefits in allowing more people to reach and enjoy such sites. In terms of possible negative impacts, these relate, in the short term, to an unsightly environment around such sites as a result of transport improvement and maintenance activities, albeit this is a temporary situation. In the longer term, an increase in traffic management features in certain areas, for example conservation areas, could undermine the distinctiveness of such sites, while an intensification of maintenance activities around such sites could increase vibrations, potentially leading to damage. The need to incorporate supporting facilities to the transport network such as monitoring equipment, lighting columns, EV charge points etc could also have some effect so it is essential that this is undertaken sensitively.
Material Assets	Implementation of the LTS is anticipated to have an overwhelmingly positive impact on material assets. This is largely because the Strategy outlines a range of improvements and additions to the City's transport network which will benefit members of the travelling public and movement of goods. There is to potential to reuse material and use recycled materials in transport infrastructure to reduce resource impact. There is the potential for carbon impacts if use of unsustainable materials in transport infrastructure - impact from embodied carbon depending on source materials. While EV charge points and hydrogen refuelling stations can facilitate lower carbon motoring they themselves may lead to more carbon through increased electrical demand and how the electricity is generated and distributed.

Mitigation

The assessment therefore revealed a number of potentially negative impacts resulting from implementation of the LTS. In order to minimise the effects of these, a series of mitigation measures have been identified.

SEA topic	Proposed Mitigation Measures
Biodiversity	The conservation status of protected species will continue to be monitored and corrective action applied should implementation of any actions arising from the LTS be seen to be putting this in jeopardy. Any proposals within areas known to host protected or vulnerable species and habitats will be required to demonstrate how disruption to these will be minimised and to investigate ways of enhancing biodiversity as part of scheme implementation. All materials used during construction and maintenance activities will be expected to meet strict environmental standards and every effort will be made to minimise the risk of pollution and contamination resulting from such activities. Maintenance and improvement works will be completed in as timely a manner as possible to ensure that noise and disruption are kept to a minimum. Use of and access to blue/green infrastructure can increase habitat connectivity and encourage and facilitate biodiversity. There is potential to enhance biodiversity by creating new habitats and planting as part of new transport schemes and to mitigate habitat fragmentation with wildlife corridors and animal crossings etc.
Air Quality	The Council will monitor the air quality impacts of schemes and apply remedial or corrective action should impacts prove unacceptable. Air quality will continue to be a material consideration in the planning process for any projects requiring planning permission. Any projects that could potentially lead to deterioration in air quality will be subject to an Air Quality Assessment and will be required to fully mitigate their impact before being allowed to proceed. It is anticipated that the impact of any schemes that negatively impact upon air quality will be at least partly offset by efforts elsewhere to reduce traffic volumes, promote sustainable travel, improve traffic flow and improve the environmental performance of vehicles. Maintenance and improvement works will be completed in as timely a manner as possible to ensure that congestion and air quality impacts are kept to a minimum and that diversionary signage guides drivers to appropriate alternative routes. Encouraging people to move away from private cars to more sustainable forms of transport and supporting and enabling the transport network to incorporate cleaner fuels will also help with this.

Climatic Factors	It is hoped that the impacts of any projects or schemes that have the potential to increase climate-changing emissions are offset by measures to reduce emissions, ultimately resulting in no net increase. For example: any emissions rising from an increase in shipping should be offset by a reduction in road freight, and speed reduction measures that have the potential to increase emissions should be offset by the creation of a more welcoming pedestrian and cycle environment that encourages more active travel at the expense of car travel. Maintenance and improvement works are largely unavoidable but their impact will be short-term and minimised by ensuring works are completed in as timely a manner as possible and that diversionary signage guides drivers to appropriate alternative routes. Promotion of options which reduce the need to travel and concepts such as 20 minute neighbourhoods will also help to assist with this. Building infrastructure that is resilient in the face of climate adaption is also important.
Soil	During maintenance and improvement works, strict risk management procedures will be put in place to minimise the risk of soil pollution. Facilities such as SUDS and other drainage solutions can be built into new infrastructure to help protect soil from erosion and pollution.
Water	The impact of any LTS activities on water quality will be monitored and corrective or remedial action applied if it is found that any activities are having an unacceptable impact. During maintenance and improvement works, strict risk management procedures will be put in place in order to minimise the risk of water pollution. As part of any transport schemes, where opportunities arise which can better catch, filter and distribute rainwater, such as SUDS, these should be investigated.
Landscape	Any transport projects or features that have the potential to negatively impact upon the landscape will be kept to a minimum and sited sensitively so as to complement and integrate with the landscape rather than detract from it. Maintenance and improvement works that create an unattractive landscape will be undertaken in as timely a manner as possible. Opportunities to create new blue green infrastructure including new tree planting should be explored as part of new schemes..
Population	Schemes that have the potential to negatively impact upon any groups will be undertaken on a pilot basis, their effects carefully monitored, and corrective action applied if needed before full implementation takes place. Schemes that have a significant negative impact will not be taken forward. Improvement and maintenance works with the potential to cause disruption to the travelling public will be completed in as timely a manner as possible and diversionary signage used to guide travellers to alternative routes.
Human Health	Any projects or schemes with potentially undesirable health and safety implications will be implemented on a trial basis and their effects carefully monitored and assessed. Those with an unacceptable impact will not be taken forward for full implementation. Improvement and maintenance works will be completed in as timely a manner as possible in order to minimise noise and emissions. Schemes which reduce the need to travel should also consider the mental and physical health benefits or enabling travel.

Cultural Heritage	Any transport projects or features that have the potential to negatively impact upon sites of cultural and/or historical interest will be kept to a minimum and sited sensitively so as not to detract from, or hinder access to, such sites.
Material Assets	There is to potential to reuse material and use recycled materials in transport infrastructure to reduce resource impact. There is the potential for carbon impacts if use of unsustainable materials in transport infrastructure - impact from embodied carbon depending on source materials. While EV charge points and hydrogen refuelling stations can facilitate lower carbon motoring they themselves may lead to more carbon through increased electrical demand and how the electricity is generated and distributed. Exploring and facilitating the use of renewable energy would help with this.

Monitoring

Monitoring will be undertaken of a number of indicators to assess:

- Whether the LTS is having the desired effects in terms of minimising transport's impact on the environment;
- Whether any unintended consequences of implementation of the LTS have arisen that require to be addressed; and
- Whether any other social or environmental changes are taking place that the LTS may have to address or respond to, either now or in the future.

A monitoring exercise will be undertaken annually and the results reported and published on the Council's website. Indicators used for monitoring the Strategy are anticipated to include:

Objectives	Ways to measure
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	a) Air quality monitoring (PM10s and NOxs) – should have this annually from Council Air Quality Team b) Number of air quality management areas – can update on this annually c) Carbon dioxide emissions from road transport – Check if we get this from Air Quality Team. Or Local Authority Green House Gas emission data sets include information on CO2 d) figures for cars registered in Aberdeen - UK Government gov.uk website e) Plug in car and van sales relative to petrol and diesel – this should come quarterly from UK Government f) WACI - Number of tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving g) WACI - Reduction in NOx and particulates from people choosing active travel h) WACI - Residents who agree that the air is clean in their local area"
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	a) Projects delivered, b) City Voice " Do you have access to a bike and, if so, how often do you use it? c) City Voice How often do you go walking? (For this we mean a continuous walk for at least 15 minutes outdoors.) d) City Voice - Could ask if they feel better/ if walking and cycling makes them feel more physically and mentally well e) City Voice - could ask a City Voice question about how easy they find it to travel to doctors appointments f) WACI - Number of serious long-term health conditions and

	premature deaths prevented every year by people choosing active travel
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	a) Percentage of the carriageway considered for maintenance treatment, b) Monitoring of road traffic casualty statistics: killed/ seriously injured, children killed or seriously injured and slight casualty rate, c) safety improvements delivered (lighting, infrastructure improvements, d) City Voice. Could ask people as a city voice question how safe they feel using different modes, already ask “Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs?”). e) WACI - number of residents who think the level of safety for walking and cycling in their local area is good f) WACI - number of residents who think the level of safety for walking and cycling for children is good g) % of Aberdeen streets covered by 20mph limit

TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	a) Infrastructure delivered b) Public transport journey times, c) Road journey times d) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes e) Sample HGV journey time f) Active travel levels g) WACI - the net annual economic benefit for individuals and society from all active travel trips h) WACI - Of this, the amount from people with a car choosing active travel for transport in the past year. i) WACI - return active travel trips made daily in Aberdeen by people that could have used a car. j) WACI - Number of people who agree they can easily get to many places they need to visit without having to drive"

TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	a) Infrastructure delivered b) Usage of car club and bike hire schemes c) Monitoring of public transport times and public transport cost between regeneration areas to key destinations , d) Cost of public transport vs parking e) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes? f) City Voice: Public Transport for your neighbourhood: does public transport meet your needs? g) City Voice: Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs? h) City Voice: Streets and Spaces in your neighbourhood: do buildings, streets and spaces create an attractive place that is easy to get around? i) City Voice: Thinking about the mode of transport you use most often, why so you use this mode of travel? What is your perception of getting around in Aberdeen by each of the following modes? j) City Voice: Which of the following modes have you tried in the last year? k) WACI - What proportion of residents said they 'do not cycle but would like to'? l) WACI - Number of residents that have access to an adult pedal cycle m) WACI - Households within 125m of cycle routes
TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	a) Levels of walking and cycling b) bus patronage c) Opinions of people with specific city voice question – we had a covid one

TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	a) Infrastructure delivered b) Creation and Downloads of any relevant Smart Transport app
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	"a) City Voice: When you travel into the city, how often do you travel using the following modes? b) City Voice: How do you usually travel to work, the city centre and for other trips? (please select your main mode). c) Hands up survey for school children - how do you usually travel d) City Voice: Number of cars or vans privately owned by household e) Car Club membership numbers f) WACI - Residents who travel by the following modes five or more days a week in Aberdeen g) SHS – crosschecks for car numbers and mode split. h) WACI - number of trips made by active travel each year i) Car KM Travelled by Local Authority Area. We could also make a city voice question asking about car usage?

If the LTS is not performing as anticipated, the Council will review the policies contained within it and identify those that require relaxing or strengthening.

1 INTRODUCTION

1.1 The Environmental Report

The Environmental Assessment (Scotland) Act 2005 requires the preparation of a Strategic Environmental Assessment (SEA) for a wide range of plans, programmes and strategies (PPS). The objectives of the Act are to:

- Provide a high level of protection for the environment;
- Integrate environmental considerations into the preparation and adoption of plans;
- Promote sustainable development; and
- Increase public participation in environmental decision-making.

The key stages of the SEA process are:

- **Screening** – Determining whether the PPS is likely to have significant environmental effects and whether SEA is required;
- **Scoping** – Deciding on the scope and level of detail to be included in the Environmental Report and determining the required consultation period;
- **Environmental Report** – Publishing and consulting upon an Environmental Report on the plan and its anticipated environmental effects;
- **Adoption** – Providing information on the adopted plan, including how consultation outcomes have been taken into account, and identifying a monitoring framework; and
- **Monitoring** – Monitoring significant environmental effects and taking appropriate remedial action for any unforeseen significant environmental effects.

This document comprises the Environmental Report for the Aberdeen Local Transport Strategy (LTS) in accordance with Section 5(3) of the Environmental Assessment (Scotland) Act. It takes into account the responses received by the consultation authorities - Historic Scotland, SEPA (Scottish Environment Protection Agency) and SNH (Scottish Natural Heritage) – during Scoping and consultation on the draft Environmental Report, and provides an objective account of the anticipated environmental effects of the implementation of the LTS

1.2 The Aberdeen Local Transport Strategy (LTS)

Key facts relating to the LTS are set out in Table 1.1 below:

Table 1.1: Key facts relating to the LTS

Name of Responsible Authority	Aberdeen City Council
Title of PPS	Aberdeen Local Transport Strategy 2023-2030
What prompted the PPS (e.g. legislative, regulatory or administrative provision)	The previous Strategy has reached the end of its anticipated lifespan (2016-2021) and with the new Regional Transport Strategy (NESTRANS 2040) formally adopted in November 2021 and the new National Transport Strategy in February 2020, now is the right time to update the local context to reflect these and transpose the key concepts to the local level. Updates to other plans, policies, strategies and projects, both of which concern and impact upon transport, have also occurred since 2016 and Aberdeen needs a transport strategy which can reflect this and ensure the city's transport network and plans for its evolution are able to affect and take account of these
Subject (e.g. transport)	Transport
Period covered by PPS	A Local Transport Strategy generally spans a 5 year time period. However, there is no statutory guidance that says it must so, given the number of National targets that are for 2030, it seems sensible to make this a 7 year document instead. Therefore, the timeframe will be 2023-2030.
Frequency of updates	7 years with annual review.
Area covered by PPS	Aberdeen City local authority area.
Purpose and/or objectives of PPS	To set a vision, and objectives for transportation in Aberdeen, and a series of actions and outcomes for achieving these.
Contact point	Tony Maric Transport Strategy and Programmes Aberdeen City Council Business Hub 4, Ground Floor North Marischal College Broad Street Aberdeen AB10 1AB (01224) 069500

A Local Transport Strategy, as prepared by a local authority, is expected to conform both to Scotland's National Transport Strategy 2 (2020) and the relevant Regional Transport Strategy (in this case the Nestrans Regional Transport Strategy for North East Scotland (Nestrans 2040)) and should identify objectives, outcomes and actions to be delivered and implemented locally to meet the shared vision for transport in Scotland and the region, as articulated in the respective national and regional documents.

In turn, the LTS will inform and influence subsequent local strategies and action plans to be delivered by Aberdeen City Council and its partners and take account of existing ones, such as the Local Outcome Improvement Plan, Aberdeen Net Zero Routemap and Associated Strategies, Aberdeen Adapts, Aberdeen Local Development Plan, Air Quality Action Plan and Noise Action Plan. Under it will also sit a series of daughter plans to elaborate in greater detail on topics, such as the Aberdeen Active Travel Action Plan, Aberdeen City Centre Sustainable Urban Mobility Plan and Aberdeen Electric Vehicle Framework.

The LTS has a vision to develop "A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City."

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

- TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen
- TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare
- TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.
- TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.
- TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive
- TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather
- TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.
- TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen

The LTS should achieve the following outcomes, shown in Table 1 below, by 2030

Table 1 – Outcomes for lifespan of next LTS

Outcomes up to 2030	
1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen	11. Improved interchange opportunities between modes in Aberdeen

compared with 1990/5 baseline	
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

Outcomes beyond 2030

These should contribute towards the following longer-term outcomes, shown in Table 2, by 2045 (Beyond the life of this LTS)

Table 2 – Longer-term outcomes

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors

These would be achieved by focusing on the following outputs, shown in Table 3

Table 3 – Outputs

Outputs

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

The LTS will also contain a series of actions and high level actions that the Council and partners will pursue in order to meet these objectives.

The actions and high level actions complement the overall vision, objectives and desired outcomes of the LTS. The Environmental Report therefore assesses the vision and each of the objectives and high-level actions (with supporting actions) identified in the LTS against the SEA topics (biodiversity, air, climatic factors, soil, water, landscape, population, human health, cultural heritage and material assets) in order to identify the likely significant effects of implementing the proposed Strategy.

1.3 SEA Activities to Date

Table 1.2 summarises the actions taken to date in the SEA process in the development of this Environmental Report.

Table 1.2: SEA Activities to Date

SEA Action/Activity	Date	Notes
Screening of the Aberdeen LTS refresh.	April - June 2021	Responses received from all consultation authorities confirming the requirement for SEA.
Determinations made confirming requirement for SEA	September 2021	
Scoping of the LTS Refresh, including consultation periods and level of detail to be included in environmental report	September 2021 – March	Responses received from all consultation authorities.

	2022	
Environmental baseline established Outline and objectives of the PPS Relationship with other PPS and environmental protection objectives Environmental problems identified Assessment of future of area without PPS Alternatives considered Environmental assessment methods established Selection of PPS alternatives to be included in environmental assessment Identification of environmental problems that may persist after implementation and measures envisaged to prevent, reduce and offset any significant adverse effects Monitoring methods proposed	September 2022– July 2023	Updated using suggestions from consultation authorities and internal discussions. Based on the suggested methodology in the Scoping Report.
Preparation and Consultation on the LTS and Environmental Report.	September – November 2023.	Responses received from all consultation authorities and a range of interested stakeholders and members of the public.
Finalisation of the LTS	November 2023 – March 2024	More streamlined document developed, with Actions moved into separate Action and Delivery Plan.
Preparation of the Final Environmental Report	November 2023 – April 2024	Updated to take consultation responses into account and to reflect final LTS content and structure.

Comments received from the Consultation Authorities on the draft Environmental Report are reproduced in Table 1.3 below, along with some information on how these comments have been taken into account in the development of the final Environmental Report.

Table 1.3: Comments received on the Environmental Report

Consultation Authority	Comment	ACC Response
Historic Environment Scotland (HES)	We note that the historic environment has been scoped into the assessment and we agree with this.	Noted.
Scottish Environment Protection Agency (SEPA)	**1. Relationship with other Plans, Policies and Strategies (PPS)** 1.1 We suggest that Aberdeen's forthcoming Low Emissions Zone (LEZ) is added to Table 3.1.	The table has been updated to reflect this.

	1.2 Some of the PPS included have themselves been subject to SEA. Where this is the case you may find it useful to prepare a summary of the key SEA findings that may be relevant to the Strategy. This may assist you with data sources and environmental baseline information and also ensure the current SEA picks up environmental issues or mitigation actions which may have been identified elsewhere.	Noted
	2. Likely evolution of the environment without the Strategy 2.1 In Table 3.2 we suggest that in relation to air and climatic factors possible changes could also include a failure to deliver the objective of the LEZ which is to improve air quality. The LEZ will need to be delivered alongside other measures that make active and public transport more accessible and affordable to be truly successful.	Noted.
	3. Baseline information 3.1 SEPA holds significant amounts of environmental data which may be of interest to you in preparing the environmental baseline, identifying environmental problems, and summarising the likely changes to the environment in the absence of the PPS, all of which are required for the assessment. Many of these data are now readily available on SEPA's website. Additional local information may also be available from our Access to Information unit (foi@sepa.org.uk).	Noted.

	3.2 Other sources of data for issues that fall within SEPA's remit are referenced in our SEA topic guidance notes for air, soil, water, material assets and human health.	Noted.
	4 Environmental problems 4.1 We consider that the environmental problems described generally highlight the main issues of relevance for the SEA topics within our remit	Noted.
	5. Alternatives 5.1 We are satisfied with the alternative strategic scenarios outlined. These should be assessed as part of the SEA process and the findings of the assessment should inform the choice of the preferred option. Any alternative actions or objectives to meet the strategic scenarios should also be assessed. This should all be documented in the Environmental Report.	Noted.
	6. Scoping in / out of environmental topics 6.1 We are content with the approach of scoping in all the environmental topics.	Noted.
	7. Methodology for assessing environmental effects 7.1 We recommend that the second Air Quality SEA objective be amended as there is no safe level of exposure to some air pollutants, especially for those who suffer from pre-existing health conditions. As is recognised in the Scottish Governments Cleaner Air for Scotland 2 Strategy, a precautionary approach	Objective amended to reflect this.

	should be adopted which reduces air pollutants such that the current statutory limit values set for the protection of health are met, but also reduces exposure to air pollutants. Therefore, an objective around reducing exposure to air pollutants would be more achievable.	
	7.2 We recommend that the third Air Quality SEA objective be amended to 'To limit air emissions to comply with *national air quality objectives and statutory limit values'*.	The objective has been amended to reflect this.
	7.3 The assessment table proposed to record the work seems reasonable. When it comes to setting out the results of the assessment in the table provide enough information to clearly justify the reasons for each of the assessments presented. It would also be helpful to set out assumptions that are made during the assessment and difficulties and limitations encountered.	Noted.
	8. Mitigation and enhancement 8.1 One of the most important ways to mitigate significant environmental effects identified through the assessment is to make changes to the strategy itself so that significant effects are avoided. The Environmental Report should therefore identify any changes made to the strategy as a result of the SEA.	Noted.
	8.2 We would encourage you to use the assessment as a way to improve the environmental performance of individual aspects of the final option; hence we support proposals for enhancement of positive effects as well as mitigation of negative effects.	Noted.
	9. Consultation Period 9.1 We are satisfied with the proposal for an eight week consultation period for the Environmental Report.	Noted.

	10. Outcomes of the Scoping exercise 10.1 We welcome proposals for the inclusion of a summary of how the comments provided by the Consultation Authorities at the Scoping stage have been taken into account in the preparation of the Environmental Report.	Noted.
Nature Scot	**Table 3.3 Environmental Problems relevant to the LTS** We suggest that consideration is given to Invasive non-native species (INNS) under Biodiversity, Flora and Fauna. Transport corridors are an important source for the spread of INNS throughout the area. Measures to reduce the potential for the spread of existing INNS populations should be considered in the strategy.	Noted.
Aberdeen City Council Climate and Environmental Policy Service		

2 ENVIRONMENTAL CONTEXT

2.1 Relationship with other PPS and environmental protection objectives

There are a number of plans, programmes, strategies and environmental protection objectives at international, national, regional and local level that have been addressed (either directly or indirectly) in the refreshed LTS, or their objectives reflected in the Strategy and the aspirations set for the future of transport in Aberdeen. These are listed in Table 2.1 below, with a more detailed analysis of the implications of each of these on

the LTS included in Appendix A, along with an identification of any constraints and/or targets that these impose.

Table 2.1: Plans, programmes, strategies and environmental protection objectives relevant to the LTS

	International Level
1	Habitats Directive
2	Birds Directive
3	European Biodiversity Framework for 2030
4	Paris Agreement
5	UN Framework Convention on Climate Change
6	EU White Paper, Roadmap to a single European transport area – towards a competitive and resource efficient transport system
7	EU Ambient Air Quality Directive
8	Environmental Noise Directive
	National Level
1	National Transport Strategy 2
2	Strategic Transport Projects Review 2
3	Transport (Scotland) Act 2019 and Transport (Scotland) Act 2001
4	National Planning Framework 4
5	Designing Streets
6	Cycling Action Plan for Scotland
7	Cycling by Design
8	National Walking Strategy: Let's Get Scotland Walking
9	Active Travel Task Force Delivery Plan
10	Active Travel Outcomes Framework 2019
11	Rail Enhancements and Capital Investment Strategy
12	Scotland's Accessible Travel Framework
13	Smart and Integrated Ticketing and Payments Delivery Strategy 2018
14	Scotland's National Marine Plan
15	Cleaner Air for Scotland 2
16	National Low Emission Framework
17	A Network fit for the Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network
18	Scotland's Road Safety Framework (to 2030)
19	Wildlife and Countryside Act 1981 (as amended)
20	The Nature Conservation (Scotland) Act 2004
21	Scotland's Biodiversity Strategy: Its in Your Hands
22	The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) The Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations 2007
23	Water Environment and Water Services (Scotland) Act 2003
24	Water Environment (Controlled Activities) (Scotland) Regulations 2005
25	SEPA, Groundwater Protection Policy for Scotland: Environmental Policy
26	The Scottish Soil Framework
27	Climate Change (Scotland) Act 2009, Climate Change (Emissions Reduction Targets) (Scotland) Act 2019
28	Climate Change Delivery Plan

29	UK Air Quality Strategy
30	Air Quality (Scotland) Regulations
31	Update to the Climate Change Plan 2018-2032
32	Climate Ready Scotland: Climate Adaptation Programme 2019-2024
33	The Low Emission Zones (Emission Standards, Exemptions and Enforcement) (Scotland) Regulations 2021
34	National Flood Risk Assessment 2018
35	The Scottish Historic Environment Policies
36	The Planning (Listed Buildings and Conservation Areas) Act 1997
37	20% Reduction in Car km Route Map
38	Scottish Energy Strategy
39	Just Transition: A fairer, greener Scotland
40	Scottish Government Hydrogen Policy Statement
41	UK Hydrogen Strategy
42	Infrastructure commission for Scotland
43	Consultation on changes to building standards
44	**National Roads Development Guide**
45	**Free Bus Travel to Under 22s**
	Regional Level
1	Nestrans 2040 - Regional Transport Strategy
2	Nestrans Bus Action Plan
3	North East Bus Alliance Quality Partnership Agreement 2018
4	Nestrans – Fares and Ticketing Action Plan Update 2017
5	Nestrans State of the Bus Network report
6	Nestrans Park and Ride study
7	Nestrans Rail Action Plan
8	Nestrans Freight Distribution Strategy
9	Nestrans Freight Strategy
10	Nestrans Active Travel Action Plan
11	Nestrans Ultra Low Emission Vehicles Strategy
12	Aberdeen City and Shire Regional Parking Strategy
13	North East Casualty Reduction Strategy (2017)
14	Nestrans – Covid 19 Travel Behaviour Study
15	North East Scotland Roads Hierarchy Study
16	Health and Transport Action Plan
17	Aberdeen City and Shire Strategic Development Plan
18	North East Scotland Regional Economic Strategy
19	North East City Region Deal
20	North East of Scotland Local Biodiversity Action Plan
21	Forest and Woodland Strategy for Aberdeenshire and Aberdeen
22	River Dee Catchment Management Plan
23	North East Flood Risk Management Plan
	Local Level
1	Aberdeen Local Development Plan
2	Aberdeen Local Development Plan Transport and Accessibility Supplementary Guidance
3	Aberdeen Local Development Plan Planning Obligations Supplementary Guidance
4	Aberdeen Core Paths Plan
5	Aberdeen Air Quality Action Plan

6	Aberdeen Agglomeration Noise Action Plan
7	Aberdeen Local Outcome Improvement Plan
8	Mobility Strategy: Net Zero Aberdeen
9	Aberdeen City Council Delivery Plan
10	Aberdeen Active Travel Action Plan
11	Aberdeen Sustainable Urban Mobility Plan
12	Aberdeen Electric Vehicle Framework
13	Aberdeen Net Zero Vision, Strategic Infrastructure Plan and Routemap
14	Aberdeen City Centre Masterplan
15	Aberdeen Core Paths Plan
16	Council Climate Change Plan 2021-2025
17	Aberdeen Hydrogen Strategy
18	Local COVID-19 response planning
19	Aberdeen Adapts: Climate Adaptation Framework
20	Aberdeen Open Space Strategy
21	Road Safety Plan for Aberdeen City (2019-2022)
22	North and South Dee studies
23	Aberdeenshire Local Transport Strategy

Following this analysis of the relevant plans, policies, strategies, and environmental protection objectives, and following a main issues consultation with members of the public and key stakeholders, it is clear that the emerging LTS should:

- Seek to develop a safe and secure, efficient, and integrated transport system;
- Seek to encourage a mode shift away from the private car
- Encourage measures that reduce the need to travel;
- Ensure the conditions are in place to allow a widespread uptake of active and sustainable modes of transport, including walking, cycling, public transport, car sharing, car clubs, bike hire schemes and the adoption of cleaner fuel vehicles, and promote the use of such modes to the people of Aberdeen;
- Look to improve journey times and connectivity to, from and within the City by all modes of transport, prioritising the most sustainable first in line with the National Sustainable Travel Hierarchy;
- Improve the accessibility of the transport system, ensuring users benefit from a range of transport modes appropriate to their needs;
- Ensure that transport is affordable and does not contribute to social exclusion;
- Enable the efficient movement of freight throughout the City and encourage the transfer of freight from road to rail and sea;
- Participate in the development of a rejuvenated City Centre and Beach;
- Minimise the impact of transport on biodiversity, particularly within European-protected sites;
- Seek to minimise the environmental impact of transport in terms of reducing carbon and greenhouse gas emissions and helping to move towards the net zero emissions ambitions by 2045;
- Seek to improve air quality in Aberdeen;
- Ensure transport does not contribute to a further deterioration in noise quality in protected areas.
- Ensure people have the relevant information to make informed transport choices and that, in turn, decision makers are able to use data/ information to better develop the transport system and communicate with users
- Seek to make better use of the existing transport network ahead of building additional capacity
- Ensure that the transport system encourages healthy lives and access to health, both physical and mental

- Ensure the transport system is resilient, can react to unplanned circumstances and emerging technologies

2.2 Relevant aspects of the current state of the environment

Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires the Environmental Report to include a description of *the relevant aspects of the current state of the environment and the likely evolution thereof without the implementation of the Plan or Programme* and *the environmental characteristics of areas likely to be significantly affected*. Information has been gathered on the environmental context and baseline within which this LTS is being developed. Issues including air, climatic factors, water, soil, biodiversity, health, population, cultural heritage, landscape, and material assets have been included in establishing the environmental baseline. Detailed analysis of this data is included in Appendix B.

2.3 Characteristics of areas likely to be significantly affected

The analysis of the baseline information suggests that the strategy is likely to have more significant effects on certain areas than others. This is due to the sensitivity of those areas in terms of international, national and local designation such as the River Dee and Moray Firth Special Areas of Conservation (SACs), the AQMAs in the City and the recently-adopted NMAs. Although other areas may not be designated, the effects on those sites from the LTS could be cumulative. Information on these areas, including maps, is provided in Appendix C.

2.4 Environmental problems, likely evolution of the environment without the LTS and the possible role of the LTS in addressing this

The Environmental Report is required to identify the environmental issues, trends or problems in Aberdeen City, the likely evolution of the environment without the LTS, and the potential role of the LTS in addressing these. Environmental problems were identified through discussions with relevant officers, analysis of baseline data and pervious SEAs. This information is summarised in Table 2.2.

Table 2.2: Environmental problems, evolution without LTS and possible role for LTS

Environmental Topic	Issues/Trends/Environmental Problems	Likely Evolution without LTS	Possible role of LTS
Biodiversity	Transport development involves land take, which can contribute to disturbance and fragmentation of habitats and result in pressure on, and even the loss of, vulnerable habitats and species. The presence of people and vehicles can create noise and artificial light, disturbing wildlife. Transport is a major contributor to air pollution, particularly oxides of nitrogen (NO_x), which can disturb or even lead to the loss of biodiversity of both land- and water-based ecosystems. Transport can contribute towards long-term water pollution through surface water run-off. The maintenance of the transport network and the practices involved in this can impact upon biodiversity	If the LTS is not implemented and demand for motorised travel increases, there will likely be a requirement for new and significant transport infrastructure to cope with this demand. Construction of such infrastructure could put pressure on biodiversity, including the loss and fragmentation of habitats, while increases in traffic and noise could disturb sensitive species. Without a local transport strategy which makes links to the importance of biodiversity and how to ensure development of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must limit the negative effects of transport on biodiversity, by: • Having a section which specifically considers biodiversity and greenspace with specific actions and a high level action • Supporting the reduction of land take from transport, thus reducing the likelihood of damage to or disturbance/severance/ fragmentation of habitats and species; - relevant actions around taking opportunities to improve and create new habitats as part of transport improvement and maintenance schemes and also around changes to transport infrastructure should not only respect the character of all landscapes and reduce the negative effects of transport upon them but should also protect, conserve and enhance wildlife, habitats and landscapes. • Supporting the reduction of road traffic and therefore the impact of traffic on biodiversity in terms of air and water pollution, noise, and light. Mode shift is one of the 8 objectives in the LTS. • Support for investigating nature-friendly methods of reducing surface water run-off. Reference made in the Resilience section of the LTS as well as Biodiversity and Greenspace one. • Recognising the importance of providing information to people in the right places and ways to allow them to make sustainable choices. Referenced in the Travel Awareness and Information section of the LTS.

Air Quality	Three AQMAs have been declared in the City, largely as a result of high volumes of road traffic (see Appendix C). Exceedances of the annual mean limit for NO_2 and PM10 continue to be regularly exceeded at these locations. As well as impacting on human health (and even contributing towards premature death in some cases), air pollution, particularly NO_x, can disturb, or even lead to the loss of, biodiversity of both land- and water-based ecosystems. Environmental pollution can cause irreversible damage to buildings, especially old buildings which may be of cultural/ historical interest	If the LTS is not implemented, it is likely that demand for, and use of, motorised forms of transport will increase as the City develops, while opportunities to encourage transport mode shift to walking, cycling and public transport will be lost. Increased traffic will increase carbon dioxide emissions and energy consumption and air quality will continue to worsen, potentially leading to the implementation of more Air Quality Management Areas (AQMAs) in the City. Aberdeen City Council could fail in meeting its obligations under the Climate Change (Scotland) Act, while continued breaches of European air quality limits could see fines being imposed on the UK government, which could eventually filter down to the City Council itself. Without a local transport strategy which makes links to the importance of air quality and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must identify measures to reduce transport's contribution to poor air quality, including • Having a section which specifically considers air quality with specific actions and a high level action • Reducing the need to travel; • Reducing car, especially private car dependency, through influencing land use planning policies and making it easier, safer and more pleasant to walk, cycle and use public transport for everyday journeys; and • Encouraging responsible vehicle use through promoting and enabling the use of cleaner fuels and technologies. • Recognising the importance of providing information to people in the right places and ways to allow them to make sustainable choices

Climatic Factors	CO_2 emissions in Aberdeen continue to fluctuate, despite the Scottish Government's reduction targets. Transport is a significant contributor to these. There is an increased need to ensure that the City is able to adapt to the impacts of climate change, and that any new transport infrastructure is resilient and adaptive.	If the LTS is not implemented, it is likely that demand for, and use of, motorised forms of transport will increase as the City grows and develops, while opportunities to encourage modal shift to walking, cycling and public transport will be lost. Increasing car traffic will increase CO_2 and other greenhouse gas emissions and energy consumption, thus contributing towards climate change. If the LTS is not implemented, and the need for the transport system to be adaptive and resilient to climate change is not addressed, there is a risk that new infrastructure will be vulnerable to the effects of extreme weather events. The implications of this include: the transport system failing to operate effectively for the duration of such incidents, increased maintenance costs for repairs to damaged infrastructure, and reduced lifespan of transport infrastructure. Without a local transport strategy which makes links to the importance of considering climatic factors and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must identify measures to reduce transport's contribution to climate change, including • Having sections which specifically consider Climate Change Mitigation and Adaption and Resilience with specific actions and a high level action • Reducing the need to travel; • Reducing car dependency, through influencing land use planning policies and making it easier, safer and more pleasant to walk, cycle and use public transport for everyday journeys; and • Encouraging responsible vehicle use through promoting and enabling the use of cleaner fuels and technologies. • Recognising the importance of providing information to people in the right places and ways to allow them to make sustainable choices While it is not the place of the LTS to specify design and construction materials, it nevertheless must seek to ensure that transport infrastructure is resilient to the impacts of climate change by encouraging the use of resilient materials.

Soil	Transport development has the potential to cause: • a decline in soil quantity; • an increase in sealed surfaces, thus increasing flood risk; • soil contamination (direct or indirect) through, for instance, increased air pollutants and run-off of contaminated water; and • the loss of prime agricultural land.	If the LTS is not implemented and demand for motorised transport increases, it may be necessary to construct further large-scale transport facilities, such as new roads and bridges, to cope with demand. Construction and use of such facilities could lead to land contamination and soil erosion. Pressure for the development of new transport facilities could also lead to the loss of any prime agricultural land remaining in the City.	The LTS can reduce the negative impacts of transport on soil by supporting the reduction of the need for development of large-scale transport facilities which could contribute towards a decline in soil quality and the loss of prime agricultural land, by reducing the volume of air pollutants and requiring SUDS to accompany all new transport schemes. It can do this by seeking to reduce the need to travel and reduce car dependency through the facilitation and promotion of active and sustainable modes of transport.
Water	Although water quality is generally good in Aberdeen, river water quality is currently classed as 'moderate' or 'poor'. Run-off from roads and new transport infrastructure can negatively affect water or hydrological regimes. Transport Development has the potential to impact upon existing water courses and change the way in which water is distributed and absorbed by the land	If the LTS is not implemented and demand for motorised transport increases, it may be necessary to construct further large-scale transport facilities, such as new roads and bridges, to cope with transport demand, which could contribute to the pollution of nearby watercourses. It may also lead to poorer maintenance of the network which could lead to problems around run off and cause contamination Without a local transport strategy which makes links to the importance of considering water, the impact that maintenance can have on the movement of it, and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must contribute towards improving water quality by ensuring that measures are in place to reduce transport's impact on water including • Having a section which specifically considers resilience with specific actions around water/ flooding and maintenance and with a high level action around resilience • reducing and preventing run-off from transport schemes, • reducing the requirement for new large-scale transport facilities. • reducing the need to travel and reducing car dependency and by the facilitation and promotion of sustainable transport modes.

Landscape	Inappropriate transport development can reduce visual amenity.	If the LTS is not implemented, it is likely that demand for motorised travel will increase and this will necessitate the construction of new transport facilities, such as roads and bridges, throughout the City which could have a significant negative impact on the landscape character of Aberdeen. Without a local transport strategy which makes links to the importance of considering land use and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS should support the protection of the landscape from the development of unsightly transport infrastructure. The LTS should have sections which specifically consider Land Use, Biodiversity and Greenspacewith specific actions and a high level action
Population	The population of Aberdeen and the surrounding region is increasing, thus putting an ever more onerous burden on a transport network. An ageing population raises implications for mobility and accessibility.	If the LTS is not implemented and the population of the City continues to increase, demand for transport will outstrip supply, leading to overcrowding of transport facilities. If improvements are not made to the walking, cycling and public transport environments, it is likely that most of the demand for transport will be for road transport, leading to increased congestion and pollution. Given an increasing ageing population too, it is likely that many could find themselves in a situation of transport poverty if public transport choices are not improved. Without a local transport strategy which makes links to the importance of considering climate, land use, the environment, the economy, health, placemaking and how to ensure development and use of the transport network takes account of this, there is a danger that the links between all of these aspects will not be properly considered and this will detrimentally effect how population is considered	The LTS should support the transport network's ability to cope with an increase in population, primarily through the development of a fit-for-purpose transport system that increases opportunities for walking, cycling and public transport use. This will ensure that increases in population are not matched with a commensurate increase in car travel, thus exacerbating congestion, pollution and noise. The LTS must take account of the needs of an elderly population, ensuring that people can remain mobile into old age and able to access the services and facilities they need. Rather than having a specific section for population, the thread of how the LTS should benefit the population should run all the way through from the key drivers to the vision, objectives, outcomes and topic areas.

Human Health	Pollution and poor air quality resulting from transport can reduce life expectancy, causing or exacerbating a number of respiratory conditions such as asthma. Transport noise is a serious problem, potentially leading to mental health conditions resulting from stress and sleep disturbance. A number of NMAs are identified in the Aberdeen Agglomeration Noise Action Plan (see Appendix C), where significant road and rail traffic noise affects areas of high population density. A transport system that favours sedentary over active forms of transport reduces opportunities for physical activity, which can lead to an increase in obesity and other life-threatening conditions including cancer and type 2 diabetes. Land take from transport development can reduce open space provision or reduce/sever access to open space which can have health implications in reducing opportunities for physical activity.	If the LTS is not implemented and a significant switch to healthy and active modes of transport, such as walking and cycling, is not achieved, various health issues, such as obesity, inactivity, and poor air quality, will continue to affect the population, causing increases in ill-health and potentially a reduction in life expectancy. Developmental pressures for new transport infrastructure to cope with the increased demand for road traffic could lead to the loss of areas of open space, reducing opportunities for physical activity. Without a local transport strategy which makes links to the importance of considering both physical and mental health and how to ensure development and use of the transport network takes account of this, there is a danger that the links between these aspects will not be properly considered	The LTS must support the reduction of transport-related pollution and emissions and reduction of transport's contribution to noise, especially in noise-sensitive areas. This should be done through measures to reduce the need to travel, and to reduce car travel in particular, while promoting and facilitating the use of cleaner and quieter modes. The LTS must improve conditions for pedestrians and cyclists to increase the number of journeys undertaken by active transport modes, and ensure that transport development does not reduce opportunities for active travel and outdoor recreation. Improvement of health should be recognised as one of the key drivers for the new LTS and the importance of mental and physical health should flow through the vision, objectives, outcomes and topic areas with both high level actions and actions of relevance

Cultural Heritage	Transport development contributes to land take which has the potential to put development pressure on (including loss of or damage to) known and undiscovered historical/heritage sites or features. Traffic increases and car parking in and around conservation areas can undermine the distinctive character of such areas. Street clutter, including inappropriate signing and materials, can cause negative visual impacts on areas noted for their beauty or distinctiveness. Air pollution and vibrations resulting from transport activities can cause deterioration of buildings and monuments.	If the LTS is not implemented and demand for road transport and parking continues to increase, this may put development pressure on areas of historic and/or archaeological interest, and undermine the character of conservation areas. Without a local transport strategy which makes links to the importance of considering land use and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	The LTS must seek to protect the historic environment from transport development by reducing the need for construction of large-scale facilities. The LTS must seek to reduce the impact of transport on protected areas through measures to reduce road traffic and street clutter. The LTS will consider placemaking as one of its key drivers with the vision, objectives and outcomes able to help realise this. A specific topic area around Land Use with a high level action and further actions will help enable this.
Material Assets	Aberdeen is characterised by high car ownership and usage resulting in problems of congestion and pollution. There are currently a number of deficiencies in Aberdeen's transport network, resulting in a transport system operating below its capabilities. This leads to congested roads, roads in need of maintenance, a limited cycle network, and a limited public transport and bus lane network	Without the LTS it is likely that a range of sustainable transport facilities (including walking and cycling routes, cycle parking, public transport hubs) would not be delivered, Without a local transport strategy which makes links to the importance of considering climate, land use, the environment, the economy, health, placemaking and how to ensure development and use of the transport network takes account of this, there is a danger that the links between all of these aspects will not be properly considered and this will have a detrimental effect on how material asset are considered.	The LTS must contribute to the development of a multi-modal transport system, in particular improving opportunities for travel by sustainable modes of transport and reducing reliance on the private car. Measures should include: • Improving and increasing pedestrian and cycle infrastructure; • Improving and increasing public transport infrastructure; and • Encouraging responsible vehicle use, including car sharing and membership of Car Clubs. • Providing opportunities refuelling of zsero emission vehicles and supporting/ investigating how this fuel can be produced and distributed in the most efficient way. • With regard to material assets, the LTS will not be anti-car or remove people's right to own a car. Rather it will support the development of options that make people less reliant on private cars and therefore use other material assets

			too. • This idea of mode shift will flow through the Vision, Objectives Outputs and topic areas • Reusing materials where possible

3 ASSESSMENT FRAMEWORK

3.1 Alternatives and Options

Two reasonable alternatives were considered for the purposes of the assessment:

- Do Maximum (the 'with LTS' scenario, which is the preferred option); and
- Business as usual (the 'without LTS' scenario).

This is a useful exercise in highlighting the impacts that the adoption and implementation of an updated LTS will have in comparison to the existing situation.

3.2 Scoping in/out SEA issues

During the Scoping stage of the SEA, Aberdeen City Council judged that all SEA topics should remain 'scoped in' as transport has the potential to impact upon all of these. The Consultation Authorities welcomed and agreed with this approach.

3.3 Assessment Framework

To assist in the assessment process objectives were identified for each SEA topic, along with questions to be considered when seeking to reach a conclusion on the environmental impact of each strand of the Strategy. These objectives and questions were identified through an analysis of the environmental problems, baseline data and other relevant plans, programmes and environmental protection objectives, and finalised through consultation with the relevant authorities. The full assessment framework is presented in Table 3.1.

Table 3.1: Assessment Framework

SEA Topic	Objective	Will the Vision/Aim/Objective/Action…
Biodiversity	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any species or habitat? Have any impact, either directly or indirectly, on the River Dee SAC. Have any adverse impacts on any nationally or locally designated site?
Air Quality	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?
Climactic Factors	To reduce the cause and effects of climate change. To limit or reduce the	Promote sustainable and active travel? Promote the use of clean fuels/technologies?

	emissions of greenhouse gases.	Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?
Health	To protect and improve human health. To ensure that the transport system is safe and secure.	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality?

	To retain and improve quality, quantity and connectivity of publicly accessible open space	Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Physically impact on any historic buildings/sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?

4 ASSESSMENT OF ENVIRONMENTAL EFFECTS

4.1 Assessment Summary

Having identified the main issues for the next LTS to cover, and presented these in the main issues report, the next stage was to identify different overarching approaches for the LTS to take in order to best meet these main issues.

In order to do this a Scottish Transport Appraisal Guidance (STAG) based approach was followed. This required a range of options to be identified.

The following final six options were taken forward for assessment;

- "Do Minimum" - Committed projects only with nothing in addition, routine management and maintenance.
- "Active Travel Max" – "Do minimum" plus extra prioritised investment in the planning,

implementation and promotion of walking, wheeling and cycling, infrastructure and supporting measures.

- "Public Transport Max" – "Do minimum" plus extra prioritised investment in the planning, implementation and promotion of bus and rail infrastructure and supporting measures

- "Low carbon fuels max" – "Do minimum" plus extra investment in the planning, implementation and promotion of low carbon refuelling infrastructure – Including EV and hydrogen – and supporting measures

- "Active, sustainable and low carbon transport system (positive encouragement/ do medium)" - An integrated option. "Do minimum" plus continuing to improve walking, wheeling. cycling and public transport infrastructure across the city, further developing plans for Aberdeen Rapid Transit and a Smart Transport App, further rollout of EV charging and hydrogen refuelling infrastructure and further encouragement of car club expansion. Supported by parking and traffic management approaches to demand management and all backed up by comprehensive awareness raising campaigns

- "Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum)". – An integrated option. "Do minimum" plus large-scale investment and engineering works to prioritise segregated cycle lanes and bus lanes on all major corridors on approach to the city centre and road space prioritised to active and sustainable modes throughout the city centre with motorised traffic restricted where space constraints exist. Will see delivery of Aberdeen Rapid Transit, evolution of Mobility as a Service and large-scale rollout of electric vehicle charge points, hydrogen refuelling infrastructure and car club vehicles across the city. All supported by major demand management measures – parking restrictions, increased parking tariffs and banning of certain vehicle types – to further encourage use of sustainable transport. All backed up by comprehensive awareness raising and educational campaigns.

Based on the final appraisal scores, the "Active, sustainable and low carbon transport system (Positive Encouragement/ Do medium)" and "Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum)" were the two highest scoring options. The "Do maximum" option scored better against the TPOs but not so strongly against the "Feasibility" and "Affordability" STAG criteria. However, given the nature of the "Key Drivers" and the timescales within which they need to be achieved, it is clear that considerable intervention is required in the transport network to achieve this and that greater aspiration than the "Do medium" is needed. Therefore, it is proposed that the LTS aims for and enables a "Do maximum" approach but acknowledges, from the outset, that this may be constrained by funding, resource, time constraints and the ability of external partners to deliver.

Full assessment tables are included in Appendix D.

4.2 Cumulative Effect Assessment

Paragraph 6 of Schedule 3, of the Environmental Assessment (Scotland) Act 2005 requires that a cumulative effect assessment is undertaken. Such an assessment has therefore been undertaken against each of the SEA topics. The detailed assessment is presented in Appendix E.

The key points of the cumulative assessment are:

- Largely positive impacts on biodiversity resulting from measures to reduce traffic

and hence land take and environmental pollution resulting from transport;

- Largely positive impacts on air quality and climactic factors resulting from measures to reduce the need to travel by car and to promote and facilitate the use of cleaner and more sustainable modes of transport;
- A largely neutral impact on soil and water, with some minor positive and negative impacts anticipated;
- A largely positive impact on the landscape in the long-term through reduced traffic and congestion, protection of the landscape, and reduced need for transport construction;
- A largely positive impact on the population resulting from reduced traffic and congestion and improved accessibility through the facilitation and promotion of non-car modes of transport;
- A largely positive impact on human health, through improving air quality, reducing the likelihood of road accidents and encouraging physical activity through walking and cycling;
- A largely positive impact on cultural heritage through reduced atmospheric pollution and improved accessibility of key buildings and sites; and
- A positive impact on material assets by outlining a range of improvements to the City's transport network which will benefit members of the travelling public and contribute to the development of a fit-for-purpose, safe and clean 21st Century transport system.

The Assessment therefore anticipates that the environmental impact of implementation of the refreshed Aberdeen Local Transport Strategy will be largely positive, in contrast to the 'without LTS' scenario which predicted the continued degradation of almost all environmental conditions represented in SEA, although some elements of the preferred option are anticipated to have negative impacts and will require mitigation and monitoring.

Positive impacts are predominantly permanent and long-term. Some of the negative impacts noted are short-term, others are more long-term and will require more thorough mitigation. Proposed mitigation measures are detailed in section 5.

No impacts have been judged as irreversible so, if the Strategy does not perform as anticipated and an unforeseen impact occurs, it will be possible in most instances to apply corrective action and reverse undesirable trends.

4.3 Compatibility Assessment

In order to ensure consistency of and compatibility between the objectives and policies actions of the LTS, a compatibility assessment was undertaken, the results of which comprise Appendix
F. This concluded that the objectives are compatible with one another and are unlikely to result in conflict. However, when assessing the policies, it became clear that Policy 40 (Lighting) is potentially incompatible with certain other objectives, largely because the objective is anticipated to contain an action of *"Consideration of lower lighting levels or reduced operating hours of lighting in low priority areas"*. The impact of such a measure on road safety (Policy 31) and levels of walking and wheeling, cycling and bus use (Policies 5,6 and 7) during the hours of darkness are uncertain, but it could be that such an action leads to an increase in road accidents and fewer people feeling comfortable walking,

cycling and using public transport during the hours of darkness. This must therefore be reflected in the mitigation stage of the assessment.

5 MITIGATION

The SEA Directive requires that, through mitigation measures, recommendations are made to prevent, reduce or compensate for any negative effects of implementing the PPS. Table 5.1 sets out the potential environmental problems remaining or arising from implementation of the LTS and summarises proposed measures for the prevention, reduction or offsetting of significant adverse effects.

Table 5.1: Proposed Mitigation Measures

SEA topic	Problem Identified	Proposed Mitigation Measures
Biodiversity	An increase in shipping could cause disruption to water-based species.	The conservation status of protected species will continue to be monitored and corrective action applied should this be seen to be in jeopardy.
	Roads maintenance work can result in short-term noise and pollution which can disrupt species.	Those undertaking works will be required to ensure that they are completed as quickly as possible, that noise and disruption are kept to a minimum and to make every effort to minimise the risk of pollution and any other adverse impacts resulting from such works.
	Winter maintenance treatments can have short-term negative effects in terms of salt run-off.	The Council will ensure that treatment materials used meet strict environmental standards and that every effort is made to minimise the risk of pollution resulting from works.
	An increase in cycle routes through areas of natural beauty and greenspace could disrupt species using such spaces and their habitats.	Any proposals within areas known for protected or vulnerable species and habitats will be required to demonstrate how disruption will be minimised and to investigate ways of enhancing biodiversity as part of scheme implementation.
	Maintenance of road verges can lead to loss of habitat for some species	Action in LTS to “Take opportunities to improve and create new habitats as part of transport improvement and maintenance schemes” within the Biodiversity and Green Space section.
	Links between transport and biodiversity need to be made	LTS will have specific Biodiversity and Green Space section with policy and actions

Air Quality	An increase in shipping would increase Port traffic (both sea and road) in an existing AQMA.	Some of this traffic may be displaced to the new Port development at Nigg Bay, away from the AQMA. The City Centre Masterplan recommends a series of measures to improve access to the City Centre for sustainable modes and to discourage unnecessary car travel. The Council will continue to work with partners in Nestrans and the Freight Forum to look at ways of minimising the environmental impact of freight traffic.
	Roads maintenance schemes can lead to queuing (thus increasing emissions) and displacement of traffic into quieter areas, albeit temporarily.	Those undertaking works will be required to ensure that works are completed in as timely a manner as possible. Diversionary signage will be used to guide road users to the most appropriate alternative routes.
	Reducing vehicle speeds can cause an increase in emissions.	It is hoped that any increase in emissions resulting will be offset by the creation of a safer travelling environment, encouraging more people to walk and cycle, especially in the City Centre, rather than travelling by car.
	An increase in motorcycling resulting from safety improvements could see an increase in harmful emissions.	It is hoped that any increase in emissions resulting will be offset by the creation of a safer travelling environment, encouraging more people to walk and cycle, especially in the City Centre, rather than travelling by car.
	A reduction in street lighting could potentially lead to fewer people walking and cycling in the evenings and an increase in car usage during these hours.	Any scheme of this nature will be undertaken on a pilot basis and the impacts monitored before full implementation takes place. Locations which experience high levels of walking and cycling will not be selected for piloting this scheme.
	Links between Air Quality and Transport need to be made	LTS will have specific Air Quality section with policy and actions

Climatic Factors	An increase in shipping and activity around the Port could see an increase in emissions.	It is hoped that this can be offset by a reduction in road freight thus ensuring no net increase in carbon emissions. The Council will continue to work with partners at Nestrans and in the Freight Forum to look at ways of minimising the environmental impact of freight movements.
	Roads maintenance schemes can lead to queuing, thus increasing emissions.	Those undertaking works will be required to ensure that they are completed in as timely a manner as possible. Diversionary signage will be used to guide road users to the most appropriate alternative routes.
	Reducing vehicle speeds can cause an increase in emissions.	It is hoped that any increase in emissions resulting from reduced vehicle speeds will be offset by the creation of a safer travelling environment, encouraging more people to walk and cycle, especially in the City Centre, ultimately resulting in no net increase in emissions.
	A reduction in street lighting could potentially lead to fewer people walking and cycling in the evenings and an increase in car usage during these hours.	This will be partly offset by the reduced carbon emissions resulting from reduced lighting and the implementation of more efficient lighting. Any scheme of this nature will be undertaken on a pilot basis and the impacts monitored before full implementation takes place. Locations which experience high levels of walking and cycling will not be selected for piloting this scheme.
	Links between Climate change and Transport need to be made	LTS will have specific Objective, Topic Area, Policy and associated actions around Climate Change

Soil	Risk of soil contamination resulting from road maintenance schemes.	Those undertaking works will be required to ensure that every effort is made to minimise the risk of pollution resulting from such works.
Water	An increase in the volume of freight transported by water could lead to an increase in water pollution.	This will continue to be monitored and corrective action applied if necessary.
	Road maintenance and improvement schemes and flood prevention schemes could result in the release of pollutants into watercourses during construction.	Those undertaking works will be required to ensure that every effort is made to minimise the risk of pollution resulting from such works.
	Winter maintenance activities could lead to run-off into watercourses.	The Council will ensure that treatment materials used meet strict environmental standards and that every effort is made to minimise the risk of pollution resulting from works.
	Runoff from existing transport infrastructure can contribute to poor water quality.	The Council will investigate retro-fitting of SUDS where appropriate.
	Making the links between transport and maintenance of the transport network and the impact this can have upon water	Having a section which specifically considers resilience in the LTS with specific actions around water/ flooding and maintenance and with a policy around resilience
Landscape	An increase in traffic management and/or speed reduction features can result in an unsightly environment.	The Council will ensure that signage and traffic management features are kept to a minimum and sensitively sited and use innovative design solutions where possible so that such features complement and integrate with the landscape rather than detracting from it.
	The presence of flood defences could detract from the landscape.	The Council will ensure that such features are kept to a minimum and sensitively sited and use innovative design solutions where possible so that such features complement and integrate with the landscape rather than detracting from it.
	Maintenance works, including winter maintenance activities can lead to an unsightly landscape, albeit temporarily.	Those undertaking such works will be required to do so in as speedy and efficient a manner as possible.

	Links between transport and land use need to be made	The LTS will contain a specific section on Land Use Planning with associated policy and actions.
Population	Proposals to reduce levels of street lighting could discourage vulnerable members of society from travelling during evenings and late at nights which could have negative social inclusion implications.	Any scheme of this nature will be undertaken on a pilot basis and the impacts on the public monitored before full implementation takes place. Schemes will not be implemented in busy areas where walking, cycling and public transport use are common during the hours of darkness.
	Road improvement and maintenance schemes can lead to delays and congestion.	Those undertaking works will be required to ensure that they are completed in as timely a manner as possible. Diversionary signage will be used to guide road users to the alternative routes.
	Without a local transport strategy which makes links to the importance of considering climate, land use, the environment, the economy, health, placemaking and how to ensure development and use of the transport network takes account of this, there is a danger that the links between all of these aspects will not be properly considered and this will detrimentally effect how population is considered	Rather than having a specific section for population, the thread of how the LTS should benefit the population should run all the way through from the key drivers to the vision, objectives, outcomes and topic areas.
	Road improvement and maintenance schemes can lead to delays and congestion.	Those undertaking works will be required to ensure that they are completed in as timely a manner as possible. Diversionary signage will be used to guide road users to the alternative routes

Health	Road improvement and maintenance schemes can increase noise.	Those undertaking necessary works will be required to ensure that works are completed as quickly as possible and that noise and disruption is kept to a minimum.
	Road accidents could increase should street lighting be limited in certain areas.	Any scheme of this nature will be undertaken on a pilot basis and the impacts on the travelling public, particularly in terms of safety (for all users) monitored before full implementation takes place.
	A reduction in street lighting could see a reduction in walking and cycling during the hours of darkness.	Any scheme of this nature will be undertaken on a pilot basis and the impacts on walking and cycling levels monitored before full implementation takes place. Locations where high levels of walking and cycling are typical will not be selected for piloting this scheme.
	Without a local transport strategy which makes links to the importance of considering both physical and mental health and how to ensure development and use of the transport network takes account of this, there is a danger that the links between these aspects will not be properly considered	Improvement of health should be recognised as one of the key drivers for the new LTS and the importance of mental and physical health should flow through the vision, objectives, outcomes and topic areas with both policies and actions of relevance
Cultural Heritage	An increase in traffic management features can result in an unsightly environment.	The Council will ensure that signage and traffic management features are kept to a minimum, are sensitively sited and use innovative design solutions where possible so that such features complement and integrate with the landscape rather than detracting from it, especially in conservation areas and around areas, buildings and structures of cultural or historical importance.
	Sites of cultural and/or historical importance may suffer from unsightly surroundings and vibrations as a result of transport improvement and maintenance activities.	Every effort will be made during such activities to preserve the setting of, and maintain access to, such sites. Those undertaking the works will be required to do so as speedily as possible in order to minimise disruption.

	Without a local transport strategy which makes links to the importance of considering land use and how to ensure development and use of the transport network takes account of this, there is a danger that this link will not be properly considered	With regard to material assets, the LTS will not be anti-car or remove people's right to own a car. Rather it will support the development of options that make people less reliant on private cars and therefore use other material assets too.

It is hoped, therefore, that any potential negative impacts of implementation of the LTS can be successfully mitigated or offset by the means outlined above.

6 MONITORING

Following adoption of the LTS and the Delivery Plan and as implementation commences, Aberdeen City Council will monitor the significant environmental effects of implementation. A monitoring exercise will be undertaken annually and the results reported and published on the Council's website.

Monitoring of a number of indicators will help the Council assess:

- Whether the LTS is having the desired effects in terms of minimising transport's impact on the environment;
- Whether any unintended consequences of implementation of the LTS have arisen that will require to be addressed; and
- Whether any other social or environmental changes are taking place that the LTS may have to address or respond to, either now or in the future.

The monitoring framework is outlined in Table 6.1.

Table 6.1: Proposed Monitoring Framework

Objectives	Ways to measure
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	a) Air quality monitoring (PM10s and NOxs) – should have this annually from Council Air Quality Team b) Number of air quality management areas – can update on this annually c) Carbon dioxide emissions from road transport – Check if we get this from Air Quality Team d) figures for cars registered in Aberdeen - UK Government gov.uk website e) Plug in car and van sales relative to petrol and diesel – this should come quarterly from UK Government f) WACI - Number of tonnes of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving g) WACI - Reduction in NOx and particulates from people choosing active travel h) WACI - Residents who agree that the air is clean in their local area

TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	a) Projects delivered, b) City Voice " Do you have access to a bike and, if so, how often do you use it? c) City Voice How often do you go walking? (For this we mean a continuous walk for at least 15 minutes outdoors.) d) City Voice - Could ask if they feel better/ if walking and cycling makes them feel more physically and mentally well e) City Voice - could ask a City Voice question about how easy they find it to travel to doctors appointments f) WACI - Number of serious long-term health conditions and premature deaths prevented every year by people choosing active travel
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	a) Percentage of the carriageway considered for maintenance treatment, b) Monitoring of road traffic casualty statistics: killed/ seriously injured, children killed or seriously injured and slight casualty rate, c) safety improvements delivered (lighting, infrastructure improvements, d) City Voice. Could ask people as a city voice question how safe they feel using different modes, already ask "Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs?"). e) WACI - number of residents who think the level of safety for walking and cycling in their local area is good f) WACI - number of residents who think the level of safety for walking and cycling for children is good g) % of Aberdeen streets covered by 20mph limit

TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	a) Infrastructure delivered b) Public transport journey times, c) Road journey times d) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes e) Sample HGV journey time f) Active travel levels g) WACI - the net annual economic benefit for individuals and society from all active travel trips h) WACI - Of this, the amount from people with a car choosing tactive travel for transport in the past year. i) WACI - return active travel trips made daily in Aberdeen by people that could have used a car. j) WACI - Number of people who agree they can easily get to many places they need to visit without having to drive
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	a) Infrastructure delivered b) Usage of car club and bike hire schemes c) Monitoring of public transport times and public transport cost between regeneration areas to key destinations , d) Cost of public transport vs parking e) City Voice: Moving around your neighbourhood: can you easily walk and cycle around using good quality routes? f) City Voice: Public Transport for your neighbourhood: does public transport meet your needs? g) City Voice: Traffic and Parking in your neighbourhood: do traffic and parking arrangements allow you to move around safely and meet your needs? h) City Voice: Streets and Spaces in your neighbourhood: do buildings, streets and spaces create an attractive place that is easy to get around? i) City Voice: Thinking about the mode of transport you use most often, why so you use this mode of travel? What is your perception of getting around in Aberdeen by each of the following modes? j) City Voice: Which of the following modes have you tried in the last year? k) WACI - What proportion of residents said they 'do not cycle but would like to'? l) WACI - Number of residents that have access to an adult pedal cycle m) WACI - Households within 125m of cycle routes

TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	a) Levels of walking and cycling b) bus patronage c) Opinions of people with specific city voice question – we had a covid one
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	a) Infrastructure delivered b) Downloads of Go-ABZ app
TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	a) City Voice: When you travel into the city, how often do you travel using the following modes? b) City Voice: How do you usually travel to work, the city centre and for other trips? (please select your main mode). c) Hands up survey for school children - how do you usually travel d) City Voice: Number of cars or vans privately owned by household e) Car Club membership numbers f) WACI - Residents who travel by the following modes five or more days a week in Aberdeen g) SHS – crosschecks for car numbers and mode split. h) WACI - number of trips made by active travel each year i) Car KM Travelled by Local Authority Area. We don't currently have a more reliable way of measuring a 20% reduction in car km travelled. We could make a city voice question asking about car usage?

`

Appendix A: Links to other PPS & Environmental Protection Objectives

	Name of PPS / Environmental Protection Objective	Requirements of the PPS	How it affects or is affected by LTS in terms of SEA issues
	INTERNATIONAL		
1	Habitats Directive	Promotes the maintenance of biodiversity by requiring Member States to take measures to maintain or restore natural habitats and wild species at a favourable conservation status, including robust protection for those habitats and species of European importance.	Care must be taken to ensure that any objectives, policies, actions and projects proposed or promoted by the LTS do not have a negative impact on habitats or species and that opportunities for enhancement are taken advantage of where appropriate.
2	Birds Directive	Promotes the protection of wild birds and their habitats.	
3	European Biodiversity Framework for 2030	Promotes the conservation and sustainable use of biological diversity.	
4	Paris Agreement	Sets binding obligations on industrialised countries to reduce emissions of greenhouse gases.	The LTS must ensure that the objectives, policies, actions and projects proposed or promoted by it promotes aim to reduce greenhouse gas emissions and do not contribute to, or hasten the acceleration of, climate change.
5	UN Framework Convention on Climate Change	Sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change. It recognises that the climate system is a shared resource whose stability can be affected by industrial and other emissions of carbon dioxide and other greenhouse gases.	
6	EU White Paper: Roadmap to a single European transport area – towards a competitive and resource efficient transport system	Presents the European Commission's vision for the future of the EU transport system and sets the policy for the next decade, identifying four vision statements: • Growing transport and supporting mobility while reaching a • 60% emissions reduction target; • An efficient core network for multimodal intercity travel; • A global level playing field for long-distance travel and inter-continental freight; and Clean urban transport and commuting.	The LTS must recognise and reflect the emphasis on carbon reduction and clean transport, as well as the policies set out for rail, air and sea travel which include completion of a single European sky, revision of airport slot regulation, innovation, technology, and safety.
7	EU Ambient Air Quality Directive	Sets legally binding limits for concentrations in outdoor air of major pollutants that impact upon public health such as particulates (PM_{10} and $PM_{2.5}$) and nitrogen dioxide (NO_2).	As emissions of these pollutants in urban areas are largely the result of transport, the LTS must address this and identify ways of reducing transport's contribution to poor air quality, including traffic reduction measures and the promotion and facilitation of non-polluting modes of transport. Appropriate

			objectives, policies and actions should be identified
8	Environmental Noise Directive	Sets out actions to avoid, prevent or reduce the harmful effects of noise, and aims at providing a basis for developing measures to reduce noise emitted by major sources, including road, rail, and air traffic..	The LTS must recognise transport's contribution to noise and seek to address this through developmental decisions and the promotion of quiet modes of transport. Appropriate policies and actions should be identified

	NATIONAL		
1	National Transport Strategy 2	Sets the Scottish Government's long-term vision for transport, establishing 4 strategic outcomes to deliver to 2045: ❖ **Reduce Inequalities** ➢ Will provide fair access to services we need; ➢ Will be easy to use for all; ➢ Will be affordable for all; ❖ **Takes climate action** ➢ Will help deliver our Net Zero target; ➢ Will adapt to the effects of climate change; ➢ Will promote cleaner, greener choices; ❖ **Helps deliver inclusive economic growth** ➢ Will get people and goods where they need to get to; ➢ Will be reliable, efficient, and high quality; ➢ Will use beneficial innovation; ❖ **Improves our health and wellbeing** ➢ Will be safe and secure for all; ➢ Will enable us to make healthy travel choices; ➢ Will help make our communities great places to live;	The LTS must conform to the NTS and appropriate objectives, high level actions and actions should be identified to contribute to the delivery of the national vision. The LTS will need to reflect in particular the 4 strategic outcomes of the NTS.

2	Strategic Transport Projects Review 2	STPR2 recommendations are grouped under six themes: Improving active travel infrastructure Influencing travel choices and behaviours Enhancing access to affordable public transport Decarbonising transport Increasing safety and resilience on the strategic transport network Strengthening strategic connections 45 recommendations are made, some of which are specific to regions of Scotland. For the North East, the main ones are - Active freeways and cycle parking hubs - Aberdeen Rapid Transit - Perth-Dundee-Aberdeen rail corridor enhancements - Supporting integrated journeys at ferry terminals - Ferry vessel renewal and replacement and progressive decarbonisation - Investment in port infrastructure to support vessel renewal and replacement and progressive decarbonisation Rail freight terminals and facilities	The LTS should take account of these National expectations for transport in the north East of Scotland and will be expected to reflect them. All of these projects have potential to impact upon the 10 areas scoped in for the SEA.
3	Transport (Scotland) Act 2019	The Transport (Scotland) Act 2019 provides new powers for Local Authorities providing the opportunity for, amongst other things, greater control, and operation of local bus services as well as enhanced partnership working arrangements, enforcement of Low Emission Zones and discretionary powers to introduce a Workplace Parking Levy, all aimed at improving sustainable transport and reducing car use. Also pavement parking.	The LTS should take account of these things, especially their positive contribution to air quality, climate, health, and population.
4	Transport (Scotland) Act 2001	Local Transport Strategies have a statutory basis in the Transport (Scotland) Act 2001 ('the 2001 Act') which also makes provision for Scottish Ministers to provide guidance on the preparation of a LTS. Section 48 of the 2001 Act defines "relevant general policies" as including the local transport strategy. Therefore, if a local transport authority has a LTS in place, it will be considered to be a relevant policy for the purposes of consideration of the use of these powers. The Transport (Scotland) Act 2001) gives powers to Local Authorities around road user charging	The LTS should take account of these things

5	National Planning Framework 4	Sets out the Scottish Government's development priorities for the next 20-30 years, identifying 18 national developments which support the development strategy, 2 of which are directly relevant to transport in Aberdeen: Aberdeen Port extension at Nigg Bay; Development of a rapid transit system in Aberdeen (ART)	The LTS must reflect the Government's commitment to, and support the delivery of, these national developments. There may be a requirement for officers to assist in the development of local elements of the National Long Distance Cycling and Walking Network.
6	Designing Streets	Encourages an improvement in the quality of urban street design, stressing that this should derive from an intelligent response to location rather than the rigid application of standards. An appropriate balance must be struck between the needs of different user groups, and traffic capacity will not always be the primary consideration in designing individual roads and road layout.	The LTS must recognise and reflect these guidance documents, This guidance will also be essential in determining how The City's network of streets should be used following the updated Roads Hierarchy taking into account the effects of the AWPR now being open to ensure that the benefits of it are 'locked in'.
7	National Roads Development Guide	Follows the principles introduced in Designing Streets with a change in policy from a standards-based approach to one where designers, planners and roads engineers collaborate to develop a design-led solution.	
8	Cycling by Design	Cycling by Design provides guidance for cycling infrastructure design on all roads, streets and paths in Scotland. It aims to ensure that cycling is a practical and attractive choice for the everyday and occasional journeys of all people, particularly new, returning or less confident users. Contains 6 key principles for cycle route design – safety, coherence, directness, comfort, attractiveness, adaptability	The LTS should acknowledge the role of Cycling by Design in shaping the cycling network

9	Cycling Framework and Delivery Plan for Active Travel in Scotland 2022-2030	Contains six strategic themes Safe Cycling Infrastructure Effective Resourcing Fair Access Training and Education Network Planning Monitoring Increase active travel budget to £320 million or 10% of the transport budget, whichever is greater, by 2024-25	The LTS should reflect these strategic themes and aspiration by Transport Scotland to increase active travel spend .
10	National Walking Strategy	Sets a national vision for walking, with 3 strategic aims: • Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being; • Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone; and • Enable easy, convenient, and safe independent mobility for everyone.	The LTS should reflect the vision and aims of the National Walking Strategy. Appropriate objectives, high level actions and actions should be identified to encourage and enable more walking in Aberdeen.

11	Active Travel Task Force Delivery Plan	- Local authorities and Regional Transport Partnerships will actively and consistently apply and evaluate the effectiveness of planning policy requirements (including travel planning) on local infrastructure builds such as roads, housing, schools, and NHS sites. - Delivery partners will set out long term costed active travel and other related strategies identifying pipeline projects for future delivery (see recommendation 1.2). - Places for Everyone will require applicants to commit to projects being part of active travel and related strategies, and to evaluate the impact of strategies - Delivery partners will provide evidence and evaluation of projects to help support decisions and respond to the demand from communities, such as Walking and Cycling Index (WACI) reports but including walking (refer to recommendation 2.3) - The Scottish Government has agreed to support Workplace Parking Levy proposals, due for Parliamentary consideration at Stage 2 of the Transport (Scotland) Bill in June 2019. - Local authorities will consider implementation of the Workplace Parking Levy in their local area and evaluate and report on impact if implemented. Local authorities will consider the promotion of car free days and evaluate impact.	The LTS should take account of these National expectations for active travel and look at how to reflect them at local level Appropriate objectives, high level actions and actions should be identified.
12	Active Travel Outcomes Framework 2019	2030 Vision for Active Travel: Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys Objectives Cut carbon emissions and other pollution Delivering liveable, more pleasant communities Better health and safer travel for all Reducing inequalities - jobs, services, leisure Supporting delivery of sustainable economic growth	The LTS should reflect the vision of the Active Travel Outcomes Framework and identify ways of achieving the objectives locally. Appropriate objectives, high level actions and actions should be identified.

13	Rail Enhancements and Capital Investment Strategy	Projects contribute to the following objectives • Completion – projects which commenced in Control Period 5 and which are scheduled to complete early in Control Period 6 • Capacity – projects which will enhance the capacity of the network and help to meet future forecast demand projections • Connectivity – projects which will improve connectivity including the consideration of new stations and enhanced integration with other modes including cycling and walking • Competitiveness - projects which will further improve the competitiveness of rail as a mode of travel, with a focus on improved journey times and connections between key city hubs, promoting modal shift • Committed obligations – projects which address franchisee obligations • Innovation and low-carbon – projects which address the Government's desire to move towards a low carbon economy by greater use of modern, greener technologies	The LTS should recognise these objectives and support them at local level.
14	Scotland's Accessible Travel Framework	To achieve this, Transport Scotland have developed a series of overarching outcomes in their ten-year Accessible Travel Framework: - More disabled people make successful door to door journeys more often - Disabled people are involved in the design, development, and improvement of transport policies, services and infrastructure - Everyone involved in delivering transport information, services and infrastructure can support disabled people to travel - Disabled people feel comfortable and safe when using public transport including by being free of hate crime, bullying and harassment In 2016 Sustrans published a report on Transport Poverty in	The LTS should take account of these National expectations for accessibility and look at how to reflect them at local level, especially given their contribution to population and health.

		Scotland. This report presented the findings of research undertaken to examine the concept of transport poverty in Scotland and brought together data on three key contributing factors of car availability, household income and access to key services using public transport	
15	Smart and Integrated Ticketing and Payments Delivery Strategy 2018	Delivery strategy aims • Increase the smart ticketing and payment offering and take up across all transport modes • Increase smart ticketing interoperability across operators and modes • Encourage a higher level of consistency in the smart ticketing customer proposition for members of the public • Improve the provision of online ticketing and fares information along with the range of smart retail and payment options • Simplify and improve access to the right price for customers as a result of improved information and ticketing options • Increase the number of operator/local authority/ regional transport partnership smart ticketing or payment schemes implemented, to meet local needs • Ensure successful continuation of concessionary travel as an ITSO smart interoperable scheme • Facilitate wide as possible use of a standardised platform for all public transport providers, with the purpose of bringing true interoperability	The LTS should take account of these National expectations for ticketing and look at how to support them at local level, especially given their contribution to population and health.
16	Scotland's National Marine Plan	Vision - Clean, healthy, safe, productive, and diverse seas; managed to meet the long-term needs of nature and people. Objectives - Good environmental status descriptors - Achieving a sustainable marine economy - Ensuring a strong, healthy, and just society - Living within environmental limits - Promoting good governance - Using sound science responsibly Key priorities therefore include maintaining and developing the competitiveness and long-term future of the oil and gas sector by developing the position of Aberdeen and Aberdeenshire as a world-wide hub, securing increased recovery rates in Scottish	The LTS should take account of these National expectations for marine developments and look at how to support them at local level, especially given their potential impact on water, health, landscape, and population. Appropriate objectives, high level actions and actions should be identified.

		waters, and supporting collaboration between the oil and gas sector and low carbon energy.	
17	Cleaner Air for Scotland 2	Cleaner Air for Scotland 2 (CAFS 2) is shaped around 10 general themes - Health – A Precautionary Approach - Integrated Policy. - Placemaking - Data - Public Engagement and Behaviour Change. - Industrial Emissions Regulation. - Tackling Non-Transport Emissions Sources. - Transport - Increasing modal shift to active travel and public transport is key to further reductions in transport emissions. This will mean, amongst other objectives, providing a transport system that facilitates active travel choices, better public transport provision, embracing new technologies, and constraints upon private vehicle use, especially in urban centres where pollution and congestion are most acute. Establishment of Low Emission Zones in our four biggest cities is also important in this context - Governance, Accountability, Delivery • Further Progress Review	The LTS should look at how transport's contribution to poor air quality can be reduced and ensure that, in tackling areas of poor air quality, the problem is not moved elsewhere. Appropriate objectives, high level actions and actions should be identified.
18	National Low Emission Framework	The primary aim of the NLEF is to improve local air quality in areas where Scottish Air Quality Objectives (AQOs) are exceeded, or likely to be exceeded, and transport is identified as the key contributor.	The LTS should look at how transport's contribution to poor air quality can be reduced and ensure that, in tackling areas of poor air quality, the problem is not moved elsewhere. Appropriate objectives, high level actions and actions should be identified.

19	A Network Fit For The Future: Draft Vision for Scotland's Public Electric Vehicle Charging Network (Jan 2022)	- People have access to a well-designed and comprehensive public network of charge points. - The public electric vehicle network works for everyone regardless of age, health, income, or other needs. - Scotland has attracted private sector investment to grow the public electric charging network, ensuring it meets the needs of all people. - The public charging network is powered by clean, renewable energy and drivers benefit from advancements in energy storage, smart tariffs, and network design. People's first choice wherever possible is active and public transport with the location of electric vehicle charging points supporting those choices	The LTS must reflect this new emphasis on alternative-fuelled vehicles and demonstrate how Aberdeen can contribute to meeting the national vision and targets. Appropriate objectives, high level actions and actions should be identified.
20	Scotland's Road Safety Framework to 2030.	50% reduction in people killed by 2030 (National) 50% reduction in people seriously injured by 2030 (National) 60% reduction in children (aged <16) killed by 2030 (National) 60% reduction in children (aged <16) seriously injured (National)	A safe transport system is a key priority of the LTS. Aberdeen City Council is responsible for safety on the local network and has a statutory duty to provide a safe network (via road construction, accident investigation and analysis, traffic calming, setting speed limits and facilities for pedestrians and cyclists) and to deliver road safety education and provision of a safe network. Appropriate objectives, high level actions and actions should be identified.
21	Infrastructure Investment Plan	Provides an overview of the Scottish Government's plans for investment over the next decade, setting out the key requirements for each sector. For transport, the IIP builds on the projects identified in the STPR, as well as new longer term projects such as the dualling of the A96 from Aberdeen to Inverness, and reaffirms the need to improve rail infrastructure between Aberdeen and Inverness and between Aberdeen and the Central Belt.	The LTS should reflect these national aspirations and look to facilitate these plans. Appropriate objectives, high level actions and actions should be identified and a commitment to sustainable investment should be promoted at the outset

22	Wildlife and Countryside Act 1981 (as amended)	Gives protection to listed species from disturbance, injury, intentional destruction, or sale.	Projects emanating from the LTS should ensure that listed species are protected at all times.
23	The Nature Conservation (Scotland) Act 2004	Sets out a series of measures to conserve biodiversity and to protect and enhance the biological and geological natural heritage of Scotland. Places a general duty on all public bodies to further the conservation of biodiversity.	The LTS must seek to further the conservation of biodiversity and ensure that projects emanating from the Strategy do not have a negative impact on species or their habitats. Appropriate high level actions and actions should be identified.

24	Scotland's Biodiversity Strategy: It's in Your Hands	Sets a vision for the future health of Scotland's biodiversity.	The LTS must seek to further the conservation of biodiversity and ensure that projects emanating from the Strategy do not have a negative impact on species or their habitats. Appropriate high level actions and actions should be identified.
25	The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) The Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations 2007	Implement the Habitats and Birds Directive, providing for the: • designation and protection of European sites (e.g. SACs); • protection of European protected species from deliberate harm; and adaptation of planning and other controls for the protection of European sites.	The LTS must not adversely affect habitats and species protected under the Habitats and Birds Directives. A Habitats Regulation Assessment has been undertaken for the LTS.
26	Water Environment and Water Services (Scotland) Act 2003	Ensures that all human activity that can have a harmful impact on water is controlled.	The LTS must not promote development that would have adverse impacts on the water environment and lead to the authorities failing to ensure water bodies achieve good ecological status, as required in the Water Framework Directive by 2015. Appropriate high level actions and actions should be identified around treatment of water.
27	Water Environment (Controlled Activities) (Scotland) Regulations 2005	Implements the obligations of section 20 of the Water Environment and Water Services (Scotland) and the requirements of the Water Framework Directive (2000/60/EC). Sets out the framework for protecting the water environment that integrates the control of pollution, abstractions, dams, and engineering activities in the water environment.	
28	SEPA,Groundwater Protection Policy for Scotland: Environmental Policy	Seeks to protect groundwater quality by minimising the risks posed by point and diffuse sources of pollution and to maintain the groundwater resource by influencing the design of abstractions and developments, which could affect groundwater quantity.	
29	The Scottish Soil Framework (2009)	Promotes the sustainable management and protection of soils consistent with the economic, social, and environmental needs of Scotland.	The LTS should take account of this.

30	Climate Change (Emissions Reduction Targets) (Scotland) Act 2019	In direct response to the international Paris Agreement, the Climate Change (Scotland) Act 2009 was amended by the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, increasing the ambition of Scotland's emissions reduction targets to net zero by 2045 There is also an interim target of a 75% reduction in emissions by 2030, relative to 1990 levels of carbon dioxide, methane, and nitrous oxide and 1995 levels of hydrofluorocarbons, perfluorocarbons, sulphur hexafluoride and nitrogen trifluoride. Further interim targets are set for reductions of at least 56% by 2020 and 90% by 2040, again relative to the 1990/95 baseline. To help ensure delivery of the long-term targets, the framework also includes statutory annual targets for every year to net zero.	The transport sector is the largest emitter of greenhouse gases in Scotland, accounting for 29% of all emissions in 2019 with road transport making up the majority of those emissions at 66%. Meeting the targets set out in the Act will therefore require a significant contribution from the transport sector, The LTS must therefore commitment to tackling climate change. Appropriate objectives, high level actions and actions should be identified
31	Climate Change Delivery Plan	Sets out the high level measures required to meet the targets set out in the Act, a number of which affect the transport sector including: • • reduce car kilometres by 20% by 2030; • • phase out the need for new petrol and diesel cars and vans by 2030 and light commercial vehicles by 2025 • • Establish a zero emission heavy duty vehicle programme to support innovation in the supply chain for HGVs • • decarbonise scheduled flights within Scotland by 2040; • • decarbonise Scotland's rail services by 2035; • • ensure that the majority of new buses purchased from 2024 are zero emission; • support transformational active travel projects.	The LTS must demonstrate commitment to tackling climate change. Appropriate objectives, high level actions and actions should be identified.

32	UK Air Quality Strategy (2007)	Seeks to render polluting emissions harmless. Sets objectives for protecting human health to be included in regulations for the purposes of Local Air Quality Management relating to concentrations of, amongst others, carbon monoxide, lead, nitrogen dioxide, ozone, and particulates.	As the majority of Aberdeen's air quality problems are caused by transport, the LTS must seek to lessen transport's impact through the implementation of appropriate objectives, high level actions and actions should be identified, particularly in the City Centre, and promote the uptake of cleaner, less harmful modes of transport.
33	Air Quality (Scotland) Regulations	Specify the pollutants that require assessment by local authorities in Scotland, the objectives that require to be achieved and expected compliance dates.	
34	Climate Ready Scotland: Climate Adaptation Programme 2019-2024	Contains 7 outcomes Outcome 1: Our communities are inclusive, empowered, resilient and safe in response to the changing climate Outcome 2: The people in Scotland who are most vulnerable to climate change are able to adapt and climate justice is embedded in climate change adaptation policy Outcome 3: Our inclusive and sustainable economy is flexible, adaptable, and responsive to the changing climate. Outcome 4: Our society's supporting systems are resilient to climate change Outcome 5: Our natural environment is valued, enjoyed, protected, and enhanced and has increased resilience to climate change Outcome 6: Our coastal and marine environment is valued, enjoyed, protected, and enhanced and has increased resilience to climate change Outcome 7: Our international networks are adaptable to climate change	The LTS should take account of these National expectations for climate and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population. commitment to tackling climate change. Appropriate objectives, high level actions and actions should be identified
35	The Low Emission Zones (Emission Standards, Exemptions and Enforcement)	These Regulations make provision for the operation of low emission zone schemes.	Given that Aberdeen implemented a Low Emission Zone in 2022, the LTS will have to incorporate this.

	(Scotland) Regulations 2021		
36	National Flood Risk Assessment 2018	This gives access to the SEPA National Flood Risk Assessment (NFRA) and Potential Vulnerable Areas (PVAs) and Flood Maps:	The LTS should take account of these when considering transport schemes so as to avoid making flooding worse. commitment to tackling climate change. Appropriate high level actions and actions should be identified
37	The Scottish Historic Environment Policies	Provides a framework for more detailed strategic and operational policies for managing the historic environment	The LTS should contribute to the management of the historic environment in a sustainable way which avoids adverse impacts as a result of new development. commitment to tackling climate change. Appropriate high level actions and actions around land use should be identified
38	The Planning (Listed Buildings and Conservation Areas) Act 1997	Prescribes the approach to be taken in planning for listed buildings, conservation areas and designed landscapes and gardens.	The LTS should ensure that listed buildings, conservation areas and designed landscapes and gardens are not adversely affected by transport problems and transport projects. Appropriate high level actions and actions around land use should be identified
39	20% Reduction in Car km Route Map	The actions that the Scottish Government and local authorities in Scotland are taking to make it easier for people to reduce their car kilometres through four key sustainable travel behaviours. These behaviours are: - to make use of sustainable online options to reduce your need to travel - to choose local destinations to reduce the distance you travel - to switch to walk, wheel, cycle, or public transport where possible to combine a trip or share a journey to reduce the number of individual car trips you make, if car remains the only feasible option	The LTS will take account of this target and recognises the need to realise this in line with the Scottish Government's Sustainable Travel Hierarchy. This principle should flow through the LTS informing the appropriate objectives, high level actions and actions

40	Scottish Energy Strategy	To meet the Scottish Government's commitment to phase out the need for new petrol and diesel cars and vans by 2032 (now 2030), the Scottish Energy Strategy outlines the following actions: a) Expand our electric charging infrastructure between now and 2022, making 'range anxiety' a thing of the past; b) Work with each of our delivery partners to create Scotland's first 'electric highway' on the A9, with charging points along the route; c) Accelerate the procurement of ULEVs in the public and private sectors, transforming public sector car and van fleets by the mid-2020s and commercial bus fleets by the early 2030s; d) Introduce large scale pilots across the country, removing barriers and encouraging private motorists to use ULEVs; e) Address the particular challenges to expanding the charging infrastructure in Scotland, such as charging in tenement properties; and f) Take steps to better integrate electric vehicle policy with wider energy systems policy including renewable generation and energy storage systems. Consideration also needs to be given to the source of the electricity being used to charge electric vehicles. If they are to contribute to reducing carbon emissions, they must be powered by renewable energy. Hydrogen fuel cells are considered best suited for zero-emission heavy-duty vehicles versus battery technology. Rail - improved car parking at stations will help with uptake but accessibility by active travel and bus to stations will also be key	The LTS should take account of these National expectations for energy and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population.
41	Scottish Government Hydrogen Policy Statement	The Scottish Government is committed to providing a supportive policy and regulatory environment to support hydrogen production and use and to enable Scotland to take a pioneering role in a growing global industry. This means: In the 2020s – Demonstration, accelerating market demand and getting the policy framework right: supporting research, innovation development and demonstration, building capability, and building partnerships with organisations and governments in	The LTS should take account of these National expectations for hydrogen and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population. Aberdeen has been working on hydrogen projects since 2012 and is already significantly advanced in terms of its development than the rest of Scotland. Appropriate high level actions and actions around this should be identified

		Europe and beyond. Providing support for low-carbon hydrogen production and supporting the transition of existing supply chain companies in Scotland to develop and manufacture new technology in the hydrogen value chain. Establishing hydrogen demand in transport and industrial applications with supportive actions and investment, including access to public and private finance. In the 2030s – Production at Scale: scaling up and bringing down costs, developing the value chain for renewable and low-carbon hydrogen; developing competitive, large scale, low-cost hydrogen for domestic use. Developing floating hydrogen production and an export industry for hydrogen and its derivatives. By 2045 – Scaling up and global expansion: Enabling production of lowest cost green hydrogen for domestic use and for export, development of international hydrogen refuelling hubs, international transportation of hydrogen, including shipping and North Sea hydrogen pipeline infrastructure connecting Scotland to Europe.	
42	UK Hydrogen Strategy	This strategy sets out the approach to developing a thriving low carbon hydrogen sector in the UK to meet our ambition for 5GW of low carbon hydrogen production capacity by 2030.	The LTS should take account of these National expectations for hydrogen and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population. Aberdeen has been working on hydrogen projects since 2012 and is already significantly advanced in terms of its development than the rest of Scotland. Appropriate high level actions and actions around land use should be identified
43	Draft infrastructure investment for Scotland 2021/2 – 2025/6	Draft Infrastructure investment Plan for Scotland 2021/2 – 2025/6 The Scottish Government has also accepted the Infrastructure Commission recommendation to develop an 'investment hierarchy' which prioritises enhancing and maintaining our existing assets over new build. Most of the underlying infrastructure that will be used in 30-years'time already exists today. It is therefore essential that these assets are most effectively and efficiently utilised, maintained and enhanced to net zero carbon readiness".	The LTS should take account of these National expectations for infrastructure investment and look at how to support them at local level, especially given their contribution to air quality and Climactic factors, health, and population. Of particular note is the idea of enhancing and maintaining existing assets over new build. Appropriate objectives, high level actions and actions should be identified and a commitment to sustainable investment should be promoted at the outset

		In July 2020 the Delivery Findings report was published which focussed on prioritising an inclusive net zero carbon economy, enabling sustainable places, and delivering a thriving construction industry.	
44	Consultation on changes to building standards	Consultation on changes to building standards The National Transport Strategy 2 sets out the strategic vision for Scotland's transport system and the Mission Zero for transport commitment - to reduce our emissions by 75% by 2030 and to net-zero by 2045 - Changes arising from proposals within section 7 (electric vehicle charging provision) will be subject to further development and implementation during 2022.	The LTS will be expected to take account of the likely increase of EVs on the roads and acknowledge the greater demand for recharging of these.
45	Just Transition A Fairer, Greener Scotland	Planning for a managed transition to net zero that maximises the economic and social opportunities, while managing the risks People in Scotland will grow up equipped with the knowledge and skills they need to engage with and benefit from the net zero transition, while putting in place safety nets so that no-one is left behind People with a stake in the transition will be involved in designing how we manage it, and action taken to reduce emissions and respond to a changing climate will build more resilient, healthy communities Spreading the benefits of the transition widely, while making sure the costs do not burden those least able to pay	The LTS should take account of these principles
	REGIONAL		
1	Nestrans 2040 - Regional Transport Strategy	In support of this vision, the strategy has been developed under four equal and overlapping pillars that align with and support the pillars of the National Transport Strategy • Equality: Promoting equality across the North East; • Climate: Reducing our impact on climate change and protecting the environment; • Prosperity: Help deliver inclusive economic growth across the North East • Wellbeing: Improving health, safety, and wellbeing across the North East.	The LTS should ensure its own objectives and subsequent outcomes, high level actions and actions align with these

2	Nestrans Bus Action Plan	Presents a programme of actions to achieve the bus proposals set out in the RTS, including infrastructure, information and ticketing proposals.	The LTS must take account of the Bus Action Plan and ensure sufficient high level actions and actions relating to bus are incorporated into the strategy
3	North East Bus Alliance Quality Partnership Agreement 2018	The alliance and region wide quality partnership agreement form a voluntary partnership with all partners contributing on an equal basis Overarching Objectives 1) Arrest decline in bus patronage in North East Scotland by 2022 2) Achieve year on year growth in bus patronage by 2025 Sub objectives A) To increase the mode shift proportion of people travelling by bus across the region B) To improve operational performance of the bus service C) To improve customer satisfaction with the overall level of service across the region D) To reduce emissions per passenger journey contributing to improved local air quality and reducing carbon emissions E) To improve access to public transport for all, reducing the equalities gap across the region by reducing barriers including cost and physical access.	The LTS must support the North East Bus Alliance Quality Partnership, given Aberdeen City Council's membership of it, and ensure sufficient high level actions and actions relating to bus are incorporated into the strategy
4	NESTRANS State of the bus network report	The report covers a wide range of issues related to the provision of bus services in the north east. It provides a baseline from which progress can be monitored on an annual basis. The key purpose of the report is to assist in identifying areas for action going forward.	The LTS must take account of the report and ensure sufficient high level actions and actions relating to it are incorporated into the strategy
5	NESTRANS Park and Ride study	A programme of Market Research to better understand the current usage, and barriers to usage, of Park and Ride ("P&R") in North East Scotland	The LTS must take account of the study and ensure sufficient high level actions and actions relating to it are incorporated into the strategy
6	Nestrans – Fares and Ticketing Action Plan Update 2017	NESTRANS Bus ticketing and fares action plan Supported Bus Service Fares Supported Bus Service Tickets Multi-Operator Smart Ticketing	The LTS must take account of the Fares and Ticketing Action Plan. and ensure sufficient actions relating to these are incorporated into the strategy

		E-ticketing Information and Promotion	
7	Nestrans Rail Action Plan	Identifies and suggests measures to addresses current issues and problems associated with rail travel in the north east and to/from the north east.	The LTS must take account of the Rail Action Plan. and ensure sufficient high level actions and actions relating to rail are incorporated into the strategy
8	Nestrans Freight Distribution Strategy	Sets out how Nestrans and its partners can assist in the delivery of more effective and efficient freight operations for the benefit of the north east of Scotland. Vision for freight distribution strategy To enable a freight network for the north east of Scotland that is both economically competitive and sustainable, and that supports a greener, healthier environment for both communities and operators.	The LTS must take account of the Freight Distribution Strategy and ensure sufficient high level actions and actions relating to freight are incorporated into the strategy.
9	Nestrans Freight Strategy	Despite the new harbour, a lot of traffic will continue to need to access the current harbour and its proximity to the city centre means any routeing strategy will have challenges in reducing unnecessary freight movements from some of the city centre routes. Construction and activity at the new harbour. (Nigg Bay) Probability of increased traffic in area.	The LTS must take account of the Freight Strategy and ensure sufficient high level actions and actions relating to freight are incorporated into the strategy.

10	Nestrans Active Travel Action Plan	Sets out a vision of an environment in which walking, and cycling are convenient, safe, comfortable, healthy, and attractive travel choices for everyday journeys, and identifies a strategic network of active travel routes linking Aberdeen City and the main towns of Aberdeenshire to be developed.	The LTS must take account of the Active Travel Action Plan and ensure sufficient high level actions and actions relating to active travel are incorporated into the strategy.
11	Nestrans Ultra Low Emission Vehicles Strategy	Objectives a. Ensure good infrastructure is in place to make travelling in ULEVs and recharging / refuelling simple across the north east of Scotland, including establishing strong links between charging points / hydrogen refuelling points and key sites b. Increase the adoption of ultra-low emission vehicles in public transport c. Ensure that ULEVs are the norm for the vast majority of private car owners by 2040 d. Help to deliver additional cost and emissions savings through economies of scale, partnership working, smart charging and other demand responsive systems e. Ensure that people have the right information to make informed choices about switching to ULEVs and signposting to information on grants and loans	The LTS must take account of the Ultra Low Emission Vehicle Strategy and ensure sufficient high level actions and actions relating to ULEVs are incorporated into the strategy.
12	Aberdeen City and Shire Regional Parking Strategy	Sets out a policy framework under which actions can be delivered at a local level to ensure the provision, management, and control of parking in the region works towards and supports the wider objectives of the RTS and the LTSs of Aberdeen City and Aberdeenshire.	The LTS must take account of the Parking Strategy and ensure sufficient high level actions and actions relating to parking are incorporated into the strategy.
13	North East casualty reduction strategy	North East Casualty reduction strategy The three Priority Focus Areas and their related outcomes are: 1) SPEED and MOTORCYCLISTS 1.1. Speed Outcome – Increase in the proportion of vehicles travelling at appropriate speeds on Scotland's roads to support reducing road casualty numbers. 1.2. Motorcyclists' Outcome – Improve the safety of	The LTS must take account of the Casualty Reduction Strategy and ensure sufficient high level actions and actions relating to casualty reduction are incorporated into the strategy.

		motorcycling by reducing the levels of motorcycle injury accidents on the road network to support reducing road casualty numbers. 2) PRE-DRIVERS, DRIVERS AGED 17-25, OLDER DRIVERS 2.1. Pre-driver Outcome – Improve Knowledge, positive attitudes, and safer behaviours of individuals in relation to road safety before they start driving. 2.2. Drivers aged 17 to 25 Outcome – Increase safer driving behaviours undertaken by young drivers after they pass their test. 2.3. Older Drivers' Outcome – Increase awareness and knowledge capability of older drivers, and their families, to make informed choices about safe driving. 3) CYCLISTS and PEDESTRIANS 3.1. Cyclists' Outcome – Reduce the number of cyclist casualties through good design, appropriate speed management, high awareness of and compliance with road traffic laws and safe practices by all road users. 3.2. Pedestrians' Outcome - Reduce the number of pedestrian casualties through good design, appropriate speed management, high awareness and compliance with road traffic laws and safe practices by all road users.	
14	Travel behaviour surveys	As part of the response to the Covid-19 pandemic Nestrans commissioned consultants Systra, to carry out a series of 10 travel surveys (every four weeks) to try and gauge how people in the North East of Scotland are traveling and how they expect to travel in the future, as well as finding out their current issues and concerns. These surveys will help us to inform and plan for travel and transport in the area, in the short to medium term during the Covid-19 restrictions and as we move forward out of them. Nestrans have secured grant funding from Paths for All, Smarter Choices, Smarter Places Open Fund, to help pay for these surveys.	The outcomes of these surveys will be useful in informing the LTS as they will demonstrate how people are moving around the city, their opinions of the transport network and how this changes with time.

15	North East Scotland Roads Hierarchy Study	The assessment resulted in the selection of the following approach to redefining the roads hierarchy: · Creation of three zones within the city centre with demand restriction for vehicles between them; and · Public transport and cycling corridors that will penetrate each of the zones while CCMP/Sustainable Urban Mobility Plan (SUMP) proposals for pedestrians, cycling and public transport will remain in the city centre. The Council resolved to note the proposed principles for the future distribution and management of traffic across the city following the opening of the AWPR, and to instruct officers to engage with stakeholders and the public on the proposed framework and intended hierarchy including an online consultation. An update to this report sets out a series of key roads hierarchy principles, which were approved by ACC in 2017. These were taken forward for use in the current study: a) Through traffic (that without an Aberdeen City destination) is directed (by road signing) to the AWPR; b) Peripheral traffic (i.e. Bridge of Don to Altens or Cults to Dyce or Bucksburn to Torry say) is directed to the AWPR; c) Traffic in Aberdeen with a destination away from Aberdeen is directed to the AWPR at the earliest opportunity (i.e. Mastrick to Peterhead is directed along the A96 Inverurie Road to the AWPR rather than through [the then city roads] Parkway/Ellon Road); d) The city centre should be considered as a destination rather than a through route for vehicle traffic. Crossing the city centre by car should be discouraged (whilst giving due consideration for access to the harbour). Access and exiting the city centre should, as far as possible, be by the same route. In other words, people accessing the city centre from the north and not using public transport, walking, or cycling should access it from the north, park in the north and return northwards. The same would be said for people accessing the city centre from the south and west. Crossing the city centre by foot/cycling/bus will be significantly improved by implementing the CCMP proposals. People in the north who particularly wish to access a south or west car park should be directed firstly round Aberdeen, as per b) above, then to access from the south or west. Similarly for	The LTS must take account of the North East Scotland Roads Hierarchy Study and ensure sufficient high level actions and actions which help to realise and build upon it are incorporated into the strategy.

		south and west access. e) The benefits of the AWPR must be 'locked-in' to prioritise the movement of active and sustainable travel through the reallocation of carriageway space, junction capacity and other traffic management/prioritisation measures, as defined in the Council's agreed Local Transport Strategy (LTS) 2016 to 2021, which is consistent with the principles of other local, regional, and national transport, land use, community planning and health strategies, plans and policies.	
16	Health and Transport Action Plan	Sets out 2 visions: 1. Transport and Public Health – *For people in Grampian to choose to travel by active modes,* and *for everyone in the region to live without unacceptable risk to their health caused by the transport network or its use*. 2. Health and Social Care – *For everyone in the region to be able to access the health and social care they need*, and *for the environmental impacts of journeys to be minimised*.	The LTS must take account of the Health and Transport Action Plan and ensure the theme of health is fully incorporated into the document with objectives, sufficient high level actions and actions supporting health.
17	Aberdeen City and Shire Strategic Development Plan	Presents a spatial strategy for the region, identifying three strategic growth areas which will comprise the main focus of future development, one of which is Aberdeen City. Proposes to significantly increase the region's population to 480,000 by 2030 and 500,000 by 2035. Requires more than 27,000 new homes in Aberdeen by 2030, and 196 hectares of employment land.	The LTS must take account of the Strategic Development Plan and ensure sufficient high level actions and actions relating to it are incorporated into the strategy.
18	North East Scotland Regional Economic Strategy	A key element of our Strategy is to invest in an infrastructure that caters for the needs of a high performing international city region economy and a growing rural hinterland – roads with capacity to cope with the demands of business; extensive air and sea links, digital connectivity to develop competitive business, and a competitive and accessible public transport system - To regenerate our city centre and towns to become vibrant and attractive places to live, work and invest in; - To unlock development potential and connectivity to international markets and allow the UK to maximise economic recovery while improving quality of life and attracting and retaining talent in the region; - To develop infrastructure for commuter, visitor, and freight transportation – nationally and internationally;	The LTS must take account of the Regional Economic Strategy and ensure the theme of economy is fully incorporated into the document with objectives, sufficient high level actions and actions supporting the economy.

		- To improve deployment of low carbon transport in the city and urban areas, through active travel networks; - To modernise our utilities infrastructure to support the economic growth ambitions; - To provide business and public sector organisations with a level playing field in current and next generation information and communications technology; - To improve access to/ around Aberdeen International Airport; - To enable Aberdeen to realise the development opportunities in the City Centre Masterplan and beyond To achieve these iv. Informed by assessment of 'cross-city connections', prioritise development of those transport and other intervention areas in the Aberdeen City Centre Masterplan that deliver the biggest economic impact vi. Prioritise the feasibility and appraisal of A96 Corridor Improvements and other key arteries xii. Secure significant improvements in the city's green / active travel (walking, cycling) network	
19	City Region Deal	Funded a strategic transport appraisal for North East to take a 20 year view	The LTS must take account of the City Region Deal and associated projects
20	North East of Scotland Local Biodiversity Action Plan	Ensures the protection and enhancement of biodiversity in the north east through the development of effective, local, working partnerships. Seeks to ensure that national targets for species and habitats, as specified in the UK Action Plan, are translated into effective local action.	The LTS must take account of the Biodiversity Action Plan and ensure that sufficient high level actions and actions relating to biodiversity feature in the strategy.
21	Forest and Woodland Strategy for Aberdeenshire and Aberdeen	Provides a framework for woodland development and management, including the protection of sensitive areas.	The LTS must take account of the Forest and Woodland Strategy.

22	River Dee Catchment Management Plan	Records the current state of the Dee catchment, including water quality, the type and extent of habitats and species in the catchment, and important land management activities. Identifies key issues and potential solutions through a series of actions.	The LTS must take account of the River Dee Catchment Management Plan
23	North East Flood Risk Management Plan	The plan sees most of Aberdeen sitting under a Potentially Vulnerable Area status	The LTS must take account of the Flood Risk Management Plan and ensure that sufficient high level actions and actions relating to flooding feature in the strategy.

	LOCAL		
1	Aberdeen Local Development Plan	Presents a spatial strategy for the City in line with the Strategic Development Plan, and the policies by which development will be guided.	The LTS must take account of the Local Development Plan and ensure the themes within it of relevance to transport are transposed into the LTS with relevant high level actions and actions.
	Aberdeen Local Development Plan Transport and Accessibility Supplementary Guidance	Sets out the transport requirements for new developments	The LTS must take account of the Local Development Plan Guidance and ensure the themes within it of relevance to transport are transposed into the LTS with relevant high level actions and actions.
	Aberdeen Local Development Plan Planning Obligations Supplementary Guidance	Sets out the requirements for how developments should contribute to the a variety of things, including the transport network	The LTS must take account of the Local Development Plan Guidance and ensure the themes within it of relevance to transport are transposed into the LTS with relevant high level actions and actions.
2	Aberdeen Core Paths Plan	Provides a basic framework of routes sufficient for the purpose of giving the public reasonable access throughout their area, with a vision to *form a complete paths network throughout the City, encouraging healthy and sustainable access opportunities for all*.	The LTS must take account of the Core Paths Plan, support future development of it and contain relevant high level actions and actions to support it

3	Aberdeen Air Quality Action Plan	Recommends a range of initiatives to address air quality problems, focussing on increasing awareness, promoting sustainable transport, reducing the need to travel, improving traffic management and transport infrastructure, and implementation of a Low Emission Zone.	Transport is currently responsible for up to 90% of air quality problems on some corridors in Aberdeen and is one of the highest contributors to greenhouse gas emissions. The contribution of transport to air quality problems must therefore be recognised in the LTS and the LTS must contain relevant high level actions and actions relating to air quality
4	Aberdeen Agglomeration Noise Action Plan	• Describes how obligations under the Environmental Noise Directive will be delivered locally. Identifies Candidate Noise Management Areas (CNMAs) and Candidate Quiet Areas (CQAs) which will be offered protection from a deterioration in noise quality and an increase in noise from adjacent land uses or new development.	The LTS must recognise the increasing emphasis on noise pollution and that transport (road and rail) is responsible for unacceptable noise levels in all of Aberdeen's CNMAs. The LTS must contain relevant high level actions and actions relating to noise quality

5	Aberdeen Local Outcome Improvement Plan	Our vision for 2026 is Aberdeen as a place where all people can prosper Stretch outcomes 1. No one will suffer due to poverty by 2026. 7. 95% of children living in our priority neighbourhoods will sustain a positive destination upon leaving school by 2026. 11. Healthy life expectancy (time lived in good health) is five years longer by 2026. 13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026 15. Addressing the nature crisis by protecting/ managing 26% of Aberdeen's area for nature by 2026.	The LOIP principles will be key in informing the LTS.
	Mobility Strategy: Net Zero Aberdeen	Key Outcome Reduction in traffic across the city Increased number of people taking public transport Increased number of people walking and wheeling Reduced emissions from transport Reduce the need for car travel, facilitating local services and 20-minute neighbourhoods Reduction in proportion of journeys by car to less than 50% by 2030 Strategic Objective Reduce the demand for travel Increase public transport options to encourage low carbon travel Extend and improve active travel networks for healthy, safer, and sustainable choices Decarbonise transport and increase uptake of low and zero carbon technology Low carbon transport decisions to support 20% car traffic reduction, mode shift and emission reductions Improved travel planning and better integration of transport networks, to enable modal shift	The Net Zero Mobility Strategy principles will be key in informing the LTS and will be reflected in the relevant objectives, outcomes, high level actions and actions.

6	Aberdeen City Council Delivery Plan	Policy Statements Economic 1. Assess the digital needs of the region, working with our partners to ensure the city has the required infrastructure. 3. Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens, Provost Skene House, and Queens Street development. 4. Support the Aberdeen Harbour expansion and work collaboratively to maximise tourism opportunities, including attracting high value cruises and energy transition activity in offshore renewables 9. Open negotiations to secure funding for a second Aberdeen City Region Deal. Place 1. Build up our existing strength in hydrogen technology. 2. Support efforts to develop the inward investment opportunities including Energetica corridor. 3. Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport. 4. Cycle hire scheme. 5. Continue to invest to resurface damaged roads and pavements throughout the city. 6. Development of locality plans across the city in conjunction with communities. 7. Build 2,000 new Council homes and work with partners to provide more affordable homes, ensuring future developments address the needs of a changing population.	The Council Delivery Plan policy statements will be key in setting the ground for a new LTS and also in informing it.
7	Aberdeen Active Travel Action Plan	To increase the number of people walking, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits it can bring to our citizens. To foster a cycling culture in Aberdeen by improving conditions for cycling in Aberdeen so that cycling becomes an everyday, safe mode of transport for all. Support improvements to the trunk road network for the benefit of passengers and freight travelling to, from and within Aberdeen. To improve the condition of the road, footway, and cycle networks. To ensure the safe movement of traffic on carriageways,	Ensure that the LTS continues to set the context to allow the Active Travel Action Plan to be successfully supported. The Active Travel Action plan will be a daughter document to the LTS and will be referenced as such within it

		footpaths, cycle paths and pedestrian precincts to minimise delays caused by adverse winter weather. To work towards a road network where all users are safe from the risk of being killed or seriously injured, and the injury rate is much reduced. To ensure the Council manages and enforces the road network to ensure safety and effectiveness for the benefit of all users To promote and enable development that reduces the need to travel, minimises reliance on the private car and facilitates and encourages walking and cycling for everyday trips. To engage with members of the public, employers, and schools on travel behaviour change campaigns, events, and promotions and to provide the information that citizens and visitors need to let them undertake 'smarter' journeys in the City. To ensure that all young people have the opportunity to travel to school by active and/or sustainable modes of transport and are equipped with the necessary knowledge, skills, and infrastructure to allow them to undertake local journeys safely and independently. To contribute to Aberdeen's carbon emissions targets and develop climate resilient infrastructure. Improve accessibility to open spaces and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation as part of transport scheme delivery. To improve the public realm by ensuring walkability and consequent traffic circulation (to enhance environment, aesthetic quality, and air quality of the City) for the benefit of shoppers, visitors, and residents.	
8	Aberdeen Sustainable Urban Mobility Plan	Vision - A city centre that is accessible to all, which enables healthy and sustainable lifestyles by prioritising the needs of those walking, cycling, wheeling, and using public transport and which contributes to wider aspirations to deliver a safe, sustainable, and economically buoyant city centre with an enhanced sense of place. The vision is supported by the following objectives: 1. Support delivery of the Roads Hierarchy by implementing measures to discourage, and reduce the number of, through-trips undertaken by private vehicles in the city centre. 2. Support delivery of the City Centre Masterplan, contributing to the regeneration of the city centre and enhancing the sense of	Ensure that the LTS continues to set the context to allow the SUMP to be successfully supported. The SUMP will be a daughter document to the LTS and will be referenced as such within it

		place by developing a network of streets that prioritise the movement of people over the movement of vehicles, whilst maintaining necessary and efficient access for business and industry. 3. Minimise the adverse environmental impacts of transport in the city centre, incorporating green infrastructure into new transport schemes wherever practicable, and ensure the city centre is resilient to the effects of climate change. 4. Ensure that the city centre is accessible to, and safe for, all, especially the most vulnerable members of society. 5. Encourage and enable more walking and cycling in the city centre, particularly through the provision of better and safer infrastructure. 6. Develop a network of safe and attractive cycle routes across the city centre, through the provision of low speed, low flow streets and segregated infrastructure, so that an unaccompanied 12-year-old child can safely cycle through the city centre. 7. Improve the public transport experience to, from and within the city centre, particularly in terms of achieving shorter and more reliable journey times. 8. Improve connectivity between key destinations in and around the city centre by sustainable modes of transport. 9. Improve opportunities for multimodal journeys to, from and within the city centre. 10. For vehicles undertaking essential journeys within the city centre, enable as many of these as possible to be undertaken by low emission vehicles	
9	Aberdeen Electric Vehicle Framework	• Identify how the city's charging infrastructure should be increased and managed • Ensure that the Council's policies and strategies facilitate a greater uptake of EVs • Outline what supporting measures are required • Identify the key groups that should be involved in delivering the framework • Set out the costs involved in delivering the framework	Ensure that the LTS continues to set the context to allow the EV Framework to be successfully supported. The EV Framework will be a daughter document to the LTS and will be referenced as such within it

10	Aberdeen Net Zero Vision, Strategic Infrastructure Plan and Route Map	Vision: Aberdeen to become a climate positive city at the heart of the global energy transition. Aim: to be a true national and international exemplar by becoming a climate positive city as soon as possible Strategic Infrastructure Plan Vision: to outline infrastructure projects which will contribute to the city's energy transition from fossil based to net carbon zero public sector; net carbon zero city and ultimately a climate positive city over the next few decades. Aim: to become a Net Carbon Zero City and ultimately a Climate Positive City. The plan mentions sustainable mobility as one of its strategic infrastructure goals and the critical success factors are: • Improved use of electric vehicles and infrastructure • Extend alternative fuel use (Hydrogen) for transport • Full pedestrianisation of urban streets • • Connected transport for ease of access to employability in low carbon sectors Net Zero Routemap sets out 6 areas for intervention Mobility Buildings & Heat Circular Economy Energy supply Natural Environment Empowerment	Ensure that the LTS continues to take account of the Net Zero Vision, Strategic Infrastructure Plan and Route Map and reflects them appropriately in actions and high level actions
11	Council Climate Change Plan 2021-2025	The Climate Change Plan 2021 – 2025 aims to demonstrate leadership, state [the Council's] ambitions and support [the Council's] progress with public sector climate duties. It sets a net zero target for Aberdeen City Council's own assets and operations and drives a significant increase in actions to reduce carbon emissions and to build resilience. Targets: To achieve net zero corporate carbon emissions by 2045 at the latest with interim targets of:	Ensure that the LTS continues to set the context to allow the mobility aspects of the Council Climate Change Plan to be successfully supported and delivered.

		- a reduction of at least 48% by 2025 - a reduction of at least 75% by 2030 (against Council 2015/16 reporting baseline)	
12	Aberdeen City Centre Masterplan	Vision - Aberdeen: A city centre for a global city Summary of the masterplan and delivery programme - Energising the city centre to deliver prosperity and better quality of life for all. Infrastructure priorities are • Re-locating car movement • A cycling city • Prioritising the bus • Improving rail linkage • Ensuring a resilient utilities infrastructure	Ensure that the LTS continues to take account of the City Centre Masterplan and reflects it appropriately in actions and high level actions
13	Aberdeen City Region Hydrogen Strategy and Action Plan 2015-2025	The **Aim** of this strategy is therefore to reinforce our place, now and in the future as the energy city by further enhancing the region's economic competitiveness, maximising the capacity and value of renewable energy, and giving greater energy security by being at the forefront of a hydrogen economy. To achieve this, the objectives of the strategy are to: **Objective 1**: Promote vehicle deployments by a range of stakeholders in the region **Objective 2**: Expand production and distribution of renewable hydrogen **Objective 3**: Develop hydrogen refuelling infrastructure **Objective 4**: Explore the roll-out of other tried and tested or innovative hydrogen uses **Objective 5**: Encourage the development of the hydrogen economy's supply chain, seeking opportunities for the region's existing energy expertise to diversify and benefit from this growing industry **Objective 6**: Promote a greater understanding and acceptance of hydrogen technologies through communication and education activities **Objective 7**: Ensure strategy and policy development at all levels of government are supportive of hydrogen technologies.	Ensure that the LTS continues to take account of Hydrogen Strategy and Action Plan and reflects it appropriately in actions and high level actions

14	Aberdeen Adapts: Climate Adaptation Framework	The Aberdeen Adapts Framework sets out 5 cross cutting priorities, providing a focus for adaptation in Aberdeen: • Protecting buildings and infrastructure. • Safeguarding our natural environment. • A healthy society and strong economy. • Building understanding. • Collaborative working.	Ensure that the LTS continues to take account of Aberdeen Adapts and reflects it appropriately in actions and high level actions
15	Aberdeen Open Space Strategy	Vision: A network of attractive, appealing, well connected community places. Places for everyone to enjoy for health, learning, recreation, and nature.	Ensure that the LTS continues to take account of the Open Space Strategy and reflects it appropriately in actions and high level actions
16	Road Safety Plan for Aberdeen City (2019-2022)	Vision: A future where no one is killed on North East roads [Aberdeen City roads], and the injury rate is much reduced. Outcome: A steady reduction in the number of those killed and seriously injured on North East roads. In step with the NECRS, the plan also identifies with the five specific themes for enhancing road safety: - Engineering, to provide safer roads infrastructure - Education, in our schools - Encouragement, to encourage safer driver and pedestrian behaviour - Evaluation, of our findings; and - Enforcement, through appropriate legislation and Policing by City Wardens and Police Scotland.	Ensure that the LTS continues to take account of the Road Safety Plan and reflects it appropriately in actions and high level actions
17	Aberdeenshire Local Transport Strategy	Taking into account the impact of commuter traffic generated from within Aberdeenshire into Aberdeen City, the LTS aims to support partners at Aberdeen City Council in the delivery of their own LTS and the main development plans.	Ensure that the LTS takes account of Aberdeenshire's LTS to ensure joined up thinking across the borders.

Appendix B: Baseline data, targets and trends affecting Aberdeen City

Biodiversity

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Special Areas of Conservation (SAC)	Aberdeen - 1 site (River Dee SAC) (155 hectares). Qualifying features include Otter, Atlantic Salmon and Freshwater Pearl Mussel. Also of significance to Aberdeen is the Moray Firth SAC as bottlenose dolphins from this population frequently use the waters off Port of Aberdeen and Aberdeen Bay for foraging.	Aberdeenshire - 18 sites To maintain or improve the condition of qualifying features of the designated sites.	No trend. Planning policies have generally prohibited developments within international and national designations that may harm these sites, though indirect impacts are affecting some important wetland sites.	New development has the potential to put pressure on sites. The River Dee's designation as a Special Area of Conservation will have a knock-on effect on future development within the river's catchment.	Nature Scot https://sitelink.nature.scot/home
Sites of Special Scientific Interest (SSSI)	Aberdeen - 4 SSSIs (47ha)	Aberdeenshire - 75 SSSIs The main targets to be achieved are the conservation and enhancement of designated sites and permitting only those developments that will not adversely affect these designations directly and indirectly unless the proposal will be of national benefit to the population.	No trend.	New development has the potential to put pressure on sites. Impact from leisure and recreation uses - improving access to designated sites could be damaging to some sites.	As above.

Local Nature Conservation Sites	Aberdeen – 45 sites	Aberdeenshire: Sites of Interest to Natural Science sites - 79 Targets as above.	As above.	As above.	As above.
Local Nature Reserves	Aberdeen – 0	Aberdeenshire – 2 sites (28ha) Targets as above.	As above.	As above.	As above.
Ancient Woodland	Aberdeen – 140 sites	Aberdeenshire – 2584 sites (45,000ha) Targets as above.	As above.	As above.	As above.
Condition of qualifying features of River Dee SAC	Qualifying features and last assessed condition: • Atlantic salmon – favourable maintained • Otter – favourable maintained • Freshwater pearl mussel- unfavourable no change	Improvement in conditions in the River Dee.	No changes in condition of qualifying features.	New development has the potential to put pressure on the River Dee SAC through habitat loss, recreational impact, water abstraction, pollution and disturbance.	Nature Scot https://sitelink.nature.scot/home

All Local Nature Conservation Sites in Aberdeen are listed in the table below:

Site	Designation
Aberdeen-Inverness and Kittybrewster Railway Line	LNCS
Allan Park Pond	LNCS
Baads Moss	LNCS
Balgownie-Blackdog Links	LNCS
Balnagask to Cove	SSSI, LNCS
Bucksburn	LNCS
Corby Loch	SSSI, LNCS
Culter Burn	LNCS, TPO
Culter Compensation Dam	LNCS
Cults Den	LNCS, TPO, CA
Cults Quarry	LNCS
Deeside Old Railway Line	LNCS, CA
Denwood-Hazlehead	LNCS
Den of Leggart	LNCS
Den of Maidencraig	LNR, LNCS, TPO
Den of Moss-Side	LNCS
Farburn Wood	LNCS
Foggieton	LNCS
Grandholme Moss	LNCS
Hazlehead Park	LNCS
Hillhead Road	LNCS
Hilton Woods	LNCS
Kinaldie Den	LNCS
Kincorth Hill	LNCS
Leuchar Moss	LNCS
Loirston Loch	LNCS
Moss of Auchlea	LNCS
Murtle Den	LNCS, TPO
Old Manse Road	LNCS
Peterculter	LNCS, TPO
River Dee Corridor	SAC, LNCS, TPO, CA

River Don Corridor	LNCS, TPO, CA
Rotten of Gairn	LNCS
Rubislaw	LNCS, CA
Rubislaw Quarry	LNCS
Scotstown	SSSI, LNR, LNCS, TPO
Southlasts Mire	LNCS
Stoneyhill Wood	LNCS, TPO
Three Hills	LNCS
Tullos Hill	LNCS
Walker Dam and Rubislaw Link	LNCS
Westburn of Rubislaw	LNCS
West Cults Woodland	LNCS
West Hatton	LNCS
Woodlands Wood – Beidleston	LNCS
Key: LNCS – Local Nature Conservation Site SSSI – Site of Special Scientific Interest TPO – Tree Preservation Order CA – Conservation Area LNR – Local Nature Reserve SAC – Special Area of Conservation	

Air & Climatic Factors

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Carbon dioxide (CO_2) emissions (kt)	Aberdeen City 2016 - 1,287.4 2017 - 1,239.4 2018 - 1,199.9 2019 – 1,166.9 2020 – 1,010.6	Aberdeenshire 2016 – 1,694.2 2017 – 1,646.8 2018 – 1,595.0 2019 – 1,526.2 2020 – 1,360.4 The Climate Change (Scotland) Act (2019) requires a 75% reduction by 2030 , 90% reduction by 2040 and net zero by 2045.	CO_2 emissions showing a steady decline. Larger decline in 2020 may have been influenced by COVID-19 and travel restrictions.	Transport is a significant contributor to Aberdeen's C02 emissions: Road Transport (A Roads): 379kt Road Transport (Minor roads): 244kt Railways: 5.5kt Transport Other: 3kt	National Atmospheric Emissions Inventory: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2019 UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2020 - GOV.UK (www.gov.uk)
Per Capita CO_2 Emissions (kt)	Aberdeen City 2016 – 5.6 2017 – 5.4 2018 – 5.3 2019 – 5.1 2020 – 4.4	Aberdeenshire 2016 – 6.5 2017- 6.3 2018 – 6.1 2019 – 5.8 2020 – 5.2 The Climate Change (Scotland) Act (2019) requires a 75% reduction by 2030 , 90% reduction by 2040 and net zero by 2045.	Per capita CO_2 emissions have fallen slightly in recent years.	Transport is a significant contributor to per capita emissions.	As Above

Road Transport CO_2 emissions (kt)	Aberdeen City 2016 – 305.5 2017 – 304 2018 – 295 2019 – 326.8 2020 – 254.7	Aberdeenshire 2016 – 662.3 2017 – 671.5 2018 – 633.8 2019 – 636.3 2020 - 507	Slight increase in Aberdeen City in 2019 but fallen back in 2020. However, this was a COVID-19 year when travel was restricted.	Transport remains a significant contributor to CO_2 emissions.	As Above
Air quality ($N0^2$) in µ g/m_3	Aberdeen City Market Street • 2016 – 36.0 • 2017 – 35.0 • 2018 – 31.0 • 2019 – 33.0 • 2020 – 22.0 Union Street • 2016 – **46.0** • 2017 – **43.0** • 2018 – **40.0** • 2019 – 38.0 • 2020 – 24.0 Anderson Drive • 2016 – 22.0 • 2017 – 21.0 • 2018 – 19.0 • 2019 – 17.0 • 2020 – 12.0 Wellington Road • 2016 – **40.0** • 2017 – **46.0** • 2018 – 39.0 • 2019 – 39.0 • 2020 – 25.0 Errol Place • 2016 – 23.0 • 2017 – 21.0 • 2018 – 26.0 • 2010 – 21.0 • 2020 – 23.0 King Street • 2016 – 28.0	Aberdeenshire Inverurie 1-2 • 2016 –31.5– 10.5 • 2017– 27.7 – 8.8 • 2018 – 26.4 – 10.3 • 2019 – 25.9 – 8.9 Peterhead 1-4 • 2016 – 25.4 – 21.4 • 2017 – 25.2 – 26.3 • 2018 – 24.8 – 21.6 • 2019 – 17.3 – 19.9 Ellon 3 • 2016 – 24.3 • 2017 – 22.0 • 2018 – 21.2 • 2019 – 21.5 Westhill 2 • 2016 – 22.4 • 2017 – 19.0 • 2018 – 18.8 • 2019 – 17.8 EU annual mean limit value (40 µg/m_3)	NO2 emissions have been falling at all 6 monitoring stations since 2016 with no exceedances at any sites since 2019.	Regular exceedances of the annual mean limit value were observed at 2 of the 6 monitoring stations between 2016 and 2018. The location of the Harbour is a driver of poor air quality in the City Centre. There is a need to increase energy efficiency and reduce our reliance on private transport to improve air quality, greenhouse gas emissions and health. Traffic growth arising from new development may be a constraining factor in the future.	2021 Air Quality Progress Report For Aberdeen City Council 2020 Air Quality Progress Report For Aberdeenshire Council

	• 2017 – 28.0 • 2018 – 23.0 • 2019 – 22.0 • 2020– 16.0				
Air quality (PM10) in µg/m3	Market Street • 2016 – 12 • 2017 – 11 • 2018 – 17 • 2019 – 13 • 2020 - 10 Union Street • 2016 – 13 • 2017 – 13 • 2018 – 15 • 2019 – 12 • 2019 – 10 Anderson Drive • 2016 – 12 • 2017 – 12 • 2018 – 14 • 2019 – 13 • 2020 – 9 Wellington Road: • 2016 – 16 • 2017 – 13 • 2018 – 17 • 2019 – 14 • 2020 – 14 Errol Place • 2016 – 12 • 2017 – 11 • 2018 – 14 • 2019 – 14 • 2020 – 11 King Street • 2016 – 16 • 2017 – 12 • 2018 – 14	No PM10 monitoring carried out in Aberdeenshire. EU annual mean limit value (40 µg/m3). 2010 annual mean Scottish Objective - 18 µg/m3	Fluctuations – little change overall between 2016 and 2020.	No PM10 exceedances were recorded between 2016 and 2020.	2021 Air Quality Progress Report For Aberdeen City Council

	• 2019 – 14 • 2020 – 11				

Land and Soil

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Land contamination	No statutorily identified contaminated sites in Aberdeen. 900 potentially contaminated sites.	There are 4 statutorily identified contaminated sites in Aberdeenshire.	Legal regime is in place to deal with contaminated sites therefore this position should improve in the future.	Contaminated land places financial and technological constraints on development. Contaminants may also escape from development sites and cause air, land, surface water and ground water pollution and in some cases may even damage buildings and Underground services, and contaminate the food chain.	Aberdeen City Council (2001) *Contaminated Land Inspection Strategy*, http://www.aberdeencity.gov.uk/web/files/Pollution/ContaminatedLandInspectionStrategy.pdf Aberdeenshire Council (2009) *Public Register of Contaminated Land*, http://www.aberdeenshire.gov.uk/environmental/strategy/PublicRegisterofContaminatedLandAug2009.pdf SEPA (2009) *Dealing with Land Contamination in Scotland: A review of progress 2000-2008*, http://www.sepa.org.uk/library/library-search.aspx?q=land

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Prime agricultural land	Aberdeen contains very little prime agricultural land.	Aberdeenshire's prime agricultural land is concentrated in central and southern Aberdeenshire.	Net loss of Scottish agriculture land from roads, housing and industry has doubled from 588ha in 1989 to 1,402ha in 2003.	Prime agricultural land may require further protection from development as demand for development rises and as land for food production rises.	Scottish Executive Statistics (2005): Economic Report on Scottish Agriculture, http://www.scotland.gov.uk/Publications/2005/06/22904002/05121 Scottish Government (2009): The Scottish Soil Framework, http://www.scotland.gov.uk/Publications/2009/05/20145602/6
Soil Erosion	From Berwick to Aberdeen, the coastline is eroding, but is stable where there are rocky coasts or coastal defences. From Aberdeen to Inverness the coastline is largely eroding, but parts are being replenished with sand and gravel from larger rivers.	The north of Scotland is mostly stable with little erosion, but south of Mallaig, towards Carlisle, the coastline is predominantly eroding but stable where there are rocky coasts or coastal defences. Precipitation will be greater in the west due to the west-east precipitation gradient.	The coastline is predominantly eroding along the east. Autumn/Winter rainfall is predicted to increase, giving rise to winter storms and affecting runoff and (wind and water) erosion. Upland schemes such as wind farm access roads and recreation tracks (e.g. mountain biking) on steep ground can increase surface water runoff and lead to significant soil loss (e.g. gullies).	Coastal erosion mostly where there are no rocks or coastal defences. Increase silting of rivers from fluvial flooding. Increase in soil erosion from wind and water which may also be exacerbated by bad land use practices, such as locating tracks/access roads on steep/ upland ground. Increasing use of motorised vehicles on sand dunes is contributing to coastal erosion.	Aberdeen and Aberdeenshire Councils (2006) *Strategic Flooding Issues Topic Paper*. Office of Science and Technology (2005) Foresight report: *Future Flooding Scotland*. Aberdeen Council Natural Heritage Team Davidson, D.A. and Grieve, I.C. (2004) *Trends in soil erosion*, Scottish Natural Heritage Commissioned Report No. 054 (ROAME No. F00AC106) http://www.snh.org.uk/p

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
					dfs/publications/commissioned_reports/F00AC106.pdf

Water

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Quality of water Bodies (Ground water)	Aberdeen City 2019: High status – 0 Good status - 8 Moderate status - 0 Poor status – 0 Bad status – 0 Aberdeen City 2020: High status – 0 Good status - 8 Moderate status - 0 Poor status – 0 Bad status - 0	Aberdeenshire 2019 High status – 0 Good status - 42 Moderate status - 0 Poor status – 4 Bad status – 0 Aberdeenshire 2020 High status – 0 Good status - 42 Moderate status - 0 Poor status – 4 Bad status – 0 The Water Framework Directive states that all waterbodies are of good ecological status, or similar objective, by 2015.	Water quality in Aberdeen is generally good.	It is important that development, including the development of transport infrastructure, does not prevent water bodies in the Aberdeen City area achieving at least 'good' ecological status.	Downloaded from https://www.sepa.org.uk/data-visualisation/water-classification-hub/ Accessed 7th March 2020
Quality of water Bodies (Coastal)	Aberdeen City 2019: Good status – 1 Aberdeen City 2020: Good status - 1	Aberdeenshire 2019 High status – 6 Good status - 8 Moderate status - 0 Poor status – 0 Bad status - 0 Aberdeenshire 2020 High status – 6 Good status - 8 Moderate status - 0 Poor status – 0 Bad status – 0	As above.	As above.	As above.

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Quality of water bodies (Transitional)	Aberdeen City 2019: High status – 2 Aberdeen City 2020: High status – 2	Aberdeenshire 2019 High status - 3 Good status - 0 Moderate status - 1 Poor status – 0 Bad status – 0 Aberdeenshire 2020 High status - 3 Good status - 0 Moderate status - 1 Poor status – 0 Bad status – 0	As above.	As above.	As above.
Quality of water Bodies (River)	Aberdeen City 2019 High status - 1 Good status - 6 Moderate status - 6 Poor status - 0 Bad status – 0 Aberdeen City 2020 High status - 1 Good status - 6 Moderate status - 6 Poor status - 0 Bad status - 0	Aberdeenshire 2019 High status - 60 Good status - 83 Moderate status - 43 Poor status – 2 Bad status – 0 Aberdeenshire 2020 High status - 60 Good status - 83 Moderate status - 43 Poor status – 2 Bad status – 0	River water quality is generally moderate or good.	As above.	As above.

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Quality of water bodies (Transitional)	Aberdeen City (2013): High status – 1 Good status – 1 Aberdeen City (2014): High status – 1 Good status – 1	Aberdeenshire (2013): High status - 3 Good status - 0 Moderate status - 1 Poor status – 0 Bad status – 0 Aberdeenshire (2014): High status - 3 Good status - 0 Moderate status - 1 Poor status – 0 Bad status – 0	As above.	As above.	As above.
Quality of water Bodies (River)	Aberdeen City (2013): High status - 0 Good status - 0 Moderate status - 12 Poor status - 12 Bad status – 0 Aberdeen City (2014): High status - 0 Good status - 0 Moderate status - 6 Poor status - 7 Bad status - 0	Aberdeenshire (2013): High status - 5 Good status - 52 Moderate status - 87 Poor status – 28 Bad status – 24 Aberdeenshire (2014): High status - 5 Good status - 54 Moderate status - 86 Poor status – 30 Bad status – 11	River water quality continues to be moderate or poor.	As above.	As above.

Landscape

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Landscape character	In Aberdeen there are 27 landscape character areas.	There are 42 landscape character areas in Aberdeenshire.	No trend	The inappropriate scale and insensitive siting of future new development may adversely affect landscape characteristics (e.g. changing its landscape character type, not respecting local topography/contours). New development not fitting in with the landscape's capacity to absorb further developments (e.g. design, layout and sense of place) – need to promote suitable development capacity.	Landscape character Assessment Aberdeen City – Landscape Evolution and Influences 2019 Landscape character Assessment Aberdeenshire– Landscape Evolution and Influences 2019

Population

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Established Population	Aberdeen • 2017 – 228,800 • 2018 – 227,560 • 2019 – 228, 670 • 2020 – 229,060	Aberdeenshire • 2017 – 261,800 • 2018 – 261,470 • 2019 – 261,210 • 2020 – 260,780	The population has remained fairly static over the period 2017 to 2020, with only a very small % increase in Aberdeen City and a small % decrease in Aberdeenshire	A growing population has implications for increasing transport provision in the City, especially the need for more people to travel by sustainable transport.	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html
Population Projection (2018 based)	Aberdeen • 2018 – 227,560 • 2022 – 227,885 • 2025 – 228,970 • 2028 – 230,170	Aberdeenshire • 2018 – 261,470 • 2022 – 264,500 • 2025- 266,650 • 2028 – 267,896	The projections show an increasing population in the City and the Shire.	As above.	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html
Established Households	Aberdeen • 2017 – 106,802 • 2018 – 107,586 • 2019 – 108,381 • 2020 – 108,893	Aberdeenshire • 2017 - 110,941 • 2018 – 111,156 • 2019 – 112,124 • 2020 – 112,713	An increasing number of households in Aberdeen City and Shire.	As above.	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html
Household projections (2018 based)	Aberdeen • 2018 – 107,586 • 2022 – 109,300 • 2025 – 110,075 • 2028 – 110,884	Aberdeenshire • 2018 – 111,156 • 2022 – 114,079 • 2025 – 116,324 • 2028 – 117,844	An increasing number of households in Aberdeen City and Shire is projected.	As above	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html

Population Structure	Aberdeen • Under 16 -15.6% • Working Age – 68.4% • Pensionable age - 16%	Aberdeenshire • Under 16 -18.7% • Working Age -61.4% • Pensionable age -20%	No trend, although it is recognised that Scotland as a whole is experiencing an ageing population	Implications for transport in terms of improving mobility for the elderly.	National Records of Scotland local authority demographic factsheet – Aberdeen City http://gro-scotland.gov.uk/statistics/at-a-glance/council-areas-map.html

Household projections (2012 based)	Aberdeen: 2017 – 110,958 2022 – 117,834 2027 – 124,729 2032 – 132,326 2037 – 140, 380	Aberdeenshire: 2017 – 111,042 2022 – 116,058 2027 – 120,709 2032 – 125,014 2037 – 128,982	An increasing number of households in Aberdeen City and Shire is projected.	As above	National Records of Scotland, Household Projections for Scottish Areas (2012-based), http://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/households/household-projections/household-projections-for-scotland-2012-based
Population Structure	Aberdeen: Under 15 -16% Working Age - 69% Pensionable age - 17% Median age - 35	Aberdeenshire: Under 16 -19% Working Age - 62% Pensionable age 19% Median age - 42	No trend, although it is recognised that Scotland as a whole is experiencing an ageing population.	Implications for transport in terms of improving mobility for the elderly.	National Records of Scotland, Mid-2013 Population Estimates Scotland, http://www.nrscotland.gov.uk/files//statistics/population-estimates/mid-2013/html/mid-2013-population-estimates-index.html

Human Health

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/ constraints	Data source(s)
Quality and availability of public open space	The Open Space audit identified 3471 hectares of open space on Aberdeen (not including private gardens or sites under 0.2ha). The quality of open space varies across the city.	Data not available.	The poorest quality parks and open spaces tend to be found within the regeneration priority areas. It is more difficult to provide open space within densely populated areas.	Development pressure to build on urban open spaces.	Aberdeen City Council (2010) Open Space Audit
Life expectancy at birth (years)	Aberdeen Male • 2015-2017 – 76.9 • 2016-2018 – 76.9 • 2017-2019 - 77.1 • 2018-2020 - 76.9 Female • 2015-2017 – 81.1 • 2016-2018 – 81.1 • 2017-2019 – 81.4 • 2018-2020 – 81.3	Aberdeenshire: Male • 2015-2017 - 79.1 • 2016-2018 - 79.2 • 2017-2019 -79.3 • 2018-2020 – 78.9 Female • 1915-2017 - 82.6 • 2016-2018 – 82.9 • 2017-2019 – 82.5 • 2018-2020 – 82.4 Scotland Male • 2015-2017 – 77.0 • 2016-2018 – 77.0 • 2017-2019 - 77.1 • 2018-2020 – 76.8 Female • 2015-2017 – 81.1 • 2016-2018 – 81.1 • 2017-2019 – 81.1 • 2018-2020 – 81.0	Life expectancy has remained fairly static in the City and the Shire and is around the average for Scotland overall. Female life expectancy is higher than male.	Increasing life expectancy has implications for ensuring adequate service provision (including transport) for an ageing population. Opportunities for more people to adopt healthier lifestyles through active travel could further prolong life expectancy.	National Record of Scotland, Life Expectancy for Administrative Areas within Scotland 2010-2012 (2014)

		2002-2004 – 79.0 2007-2009 – 80.1 2012-2014 -81.1			

Cultural Heritage

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Conservation Areas	11 Conservation Areas in Aberdeen City	40 Conservation areas in Aberdeenshire	No trend	New development has the potential to put pressure on, or be constrained by, conservation areas. Traffic and parking pressures do little to enhance the special character of such areas.	https://www.aberdeencity.gov.uk/services/planning-and-building-standards/building-conservation-and-heritage/conservation-areas https://www.aberdeenshire.gov.uk/planning/built-heritage/conservation-area/
Scheduled Ancient Monuments (SAM)	45 Scheduled Ancient Monuments in Aberdeen City	543 Scheduled Ancient Monuments in Aberdeenshire	No trend	New development has the potential to put pressure on, or be constrained by, the presence of SAMs.	https://www.aberdeencity.gov.uk/sites/default/files/2019-02/ScheduledMonuments-June2018.pdf https://ancientmonuments.uk/scotland/aberdeenshire
Archaeological Sites and Monuments Record	699 Archaeological sites (from SMR) in the City	17631Archaeological sites (from SMR) in the Shire	No trend	New development has the potential to put pressure on, or be constrained by, archaeological sites..	Aberdeen City Council Sites and Monuments Record
Listed Buildings	2041 Listed Buildings in Aberdeen City (103) Category A; (1267) Category B; (671) Category C	4432 Listed Buildings in Aberdeenshire	No trends.	Development can put pressure on listed buildings.	https://britishlistedbuildings.co.uk/scotland#.YiXadXrP3D4
Listed Buildings at risk	Aberdeen - 55	Aberdeenshire - 254	No trends.	Development can put pressure on listed buildings.	Buildings at Risk Register for Scotland: www.buildingsatrisk.org.uk
Gardens and	There is 1 GDL in Aberdeen City	There are 28 GDLs in	No trend.	New development	Historic Scotland

Designated Landscapes (GDL)	(Duthie Park)	Aberdeenshire In Scotland, there are 310 GDLs		has the potential to put pressure on, or be constrained by, built and cultural sites.	

Material Assets

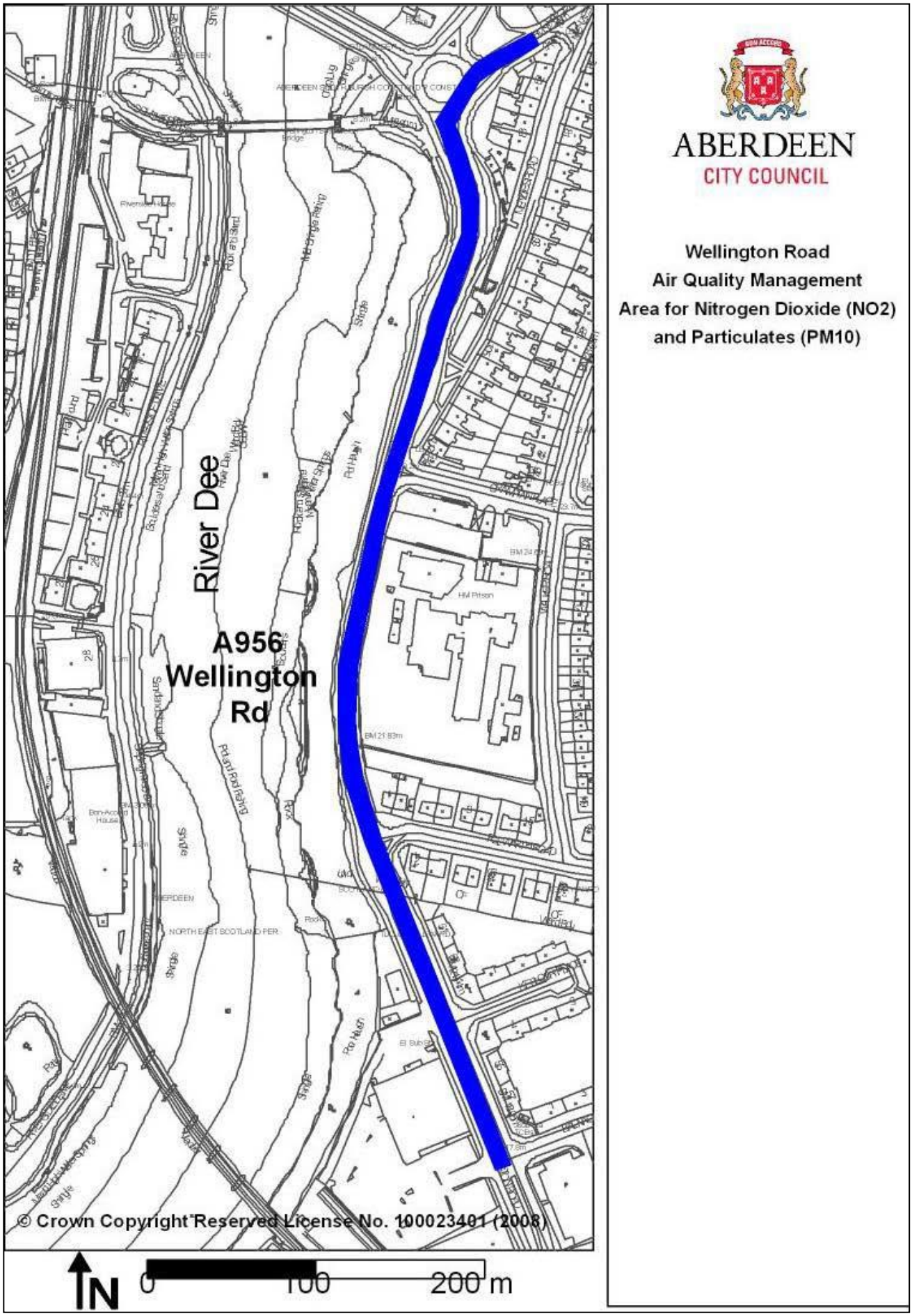
SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Households with cars available for private use (%)	Aberdeen: 2016 – 70.7% 2017 – 73% 2018 – 70% 2019 – 70%	Aberdeenshire: 2016 – 91.3% 2017 – 87% 2018– 87% 2019– 87% Scotland: 2016 – 70.7% 2017 – 71.9% 2018 – 71.4% 2019 – 71.4%	Car ownership has remained fairly static in Aberdeen, while falling in Aberdeenshire and remaining fairly static in the rest of Scotland.	Increasing car ownership and use puts pressure on available roadspace, in terms of congestion, as well as contributing to pollution, poor air quality, noise and inactivity.	https://statistics.gov.scot/slice?dataset=http%3A%2F%2Fstatistics.gov.scot%2Fdata%2Froad-vehicles&http%3A%2F%2Fpurl.org%2Flinked-data%2Fsdmx%2F2009%2Fdimension%23refPeriod=http%3A%2F%2Freference.data.gov.uk%2Fid%2Fyear%2F2017&http%3A%2F%2Fstatistics.gov.scot%2Fdef%2Fdimension%2Findicator%28roadVehicles%29=http%3A%2F%2Fstatistics.gov.scot%2Fdef%2Fconcept%2Findicator-road-vehicles%2F-of-households-without-access-to-a-car
Public road lengths (km)	Aberdeen: 2017 – 944 2018 – 951 2019 – 1,000 2020 – 1,033	Aberdeenshire: 2017 – 5712 2018 – 5722 2019 – 5798 2020 - 5800	Public road lengths fairly static in Aberdeen, despite rising car ownership.	Static road lengths combined with rising car ownership put pressure on the transport network leading to roads operating beyond capacity, contributing to congestion and pollution.	Scottish Transport Statistics,

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
Road Condition (% red/amber – requiring attention)	Aberdeen: 2016/17 – 28 2017/18 – 25 2018/19 – 25 2019/20 - 25	Aberdeenshire: 2016/17 – 21 2017/8 – 23 2018/19 – 23 2019/20 - 23	No trend.	Good road condition leads to better operation of the transport network, reducing congestion, pollution, and accidents.	Scottish Transport Statistics,
Park and Ride sites	Aberdeen - 3	Aberdeenshire - 1 2 new sites in development – A96 and A90 (S) as well as smaller hubs in Aberdeenshire.	No trend.	Park and Ride sites can help reduce the number of vehicles in the City, reducing congestion, pollution, and accidents.	Getabout Website
Length of cycleway	2021 – 187.8km (advisory, dual use pavement and mandatory cycle lanes)	An increase in facilities for cyclists is desired.	Length of cycle facilities has been increasing in recent years in Aberdeen.	New development affords opportunities to integrate cycle facilities to, from and within the development.	Aberdeen WACI Report

SEA Indicator	Quantified information	Comparators and targets	Trends	Issues/constraints	Data source(s)
				congestion, pollution and accidents.	
Railway stations	Aberdeen – 2 (Aberdeen, Dyce)	Aberdeenshire – 7 (Huntly, Insch, Inverurie, Kintore, Portlethen, Stonehaven, Laurencekirk)	No trends. Only 1 station re-opened in Aberdeenshire during the lifetime of the last LTS at Kintore.	Limited finance available for new/re-opened railway stations in the region.	
Car Club Vehicles	Aberdeen: 2016 2017 - 42 2018 - 42 2019 - 47 2020 - 51 2021 - 49 2022 – 43 (Enterprise), 22 (Co-wheels) Targets are for an increase in the car club fleet, membership and usage.	Aberdeenshire: 2022 - 5 (Co-wheels), 11 (Enterprise)	Car Club vehicle numbers and usage are steadily increasing in Aberdeen. Aberdeen City's contract with Co-wheels came to an end in May 2022 with Enterprise taking this over from June 2022. However, Co-wheels continue to operate in the city.	Affords opportunities for reducing car ownership and usage, improving social inclusion, allowing members of the public to experience low-emission and electric vehicles, and enabling low car housing development in the City.	ACC / CoWheels
Publicly available electric vehicle charge points	Aberdeen: 2012 – 8 2013 – 29 2014 – 32 2015 - 44 Targets are for a decline in usage of petrol and diesel vehicles in the City.	Aberdeenshire: 2012 – 4 2013 – 6 2014 – 16	EV charge point numbers have been increasing steadily since 2012.	Available and accessible electric vehicle charge points enable a greater usage of such vehicles in Aberdeen and improve perceptions of ease of use.	ACC

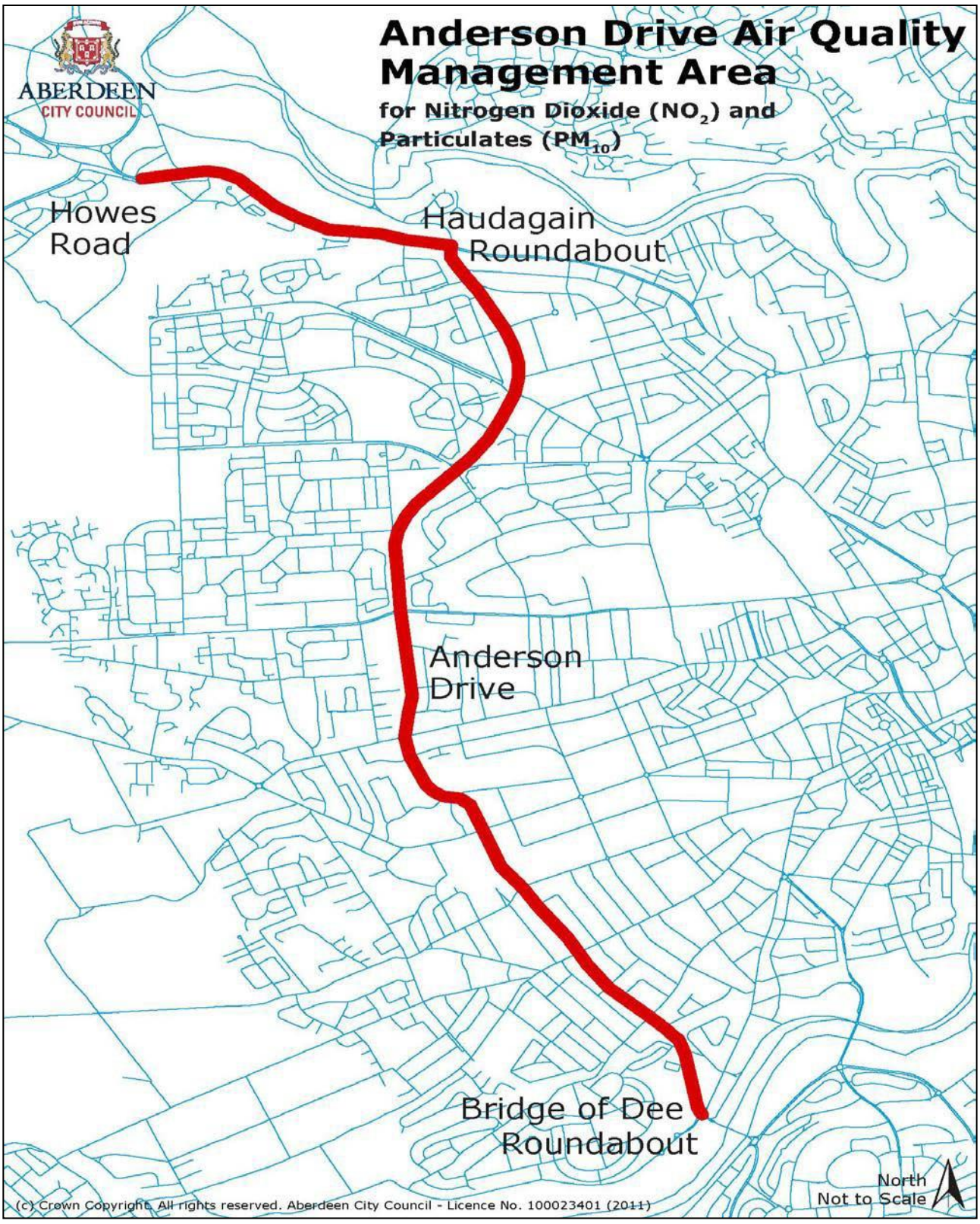
Appendix C: Areas likely to be significantly affected

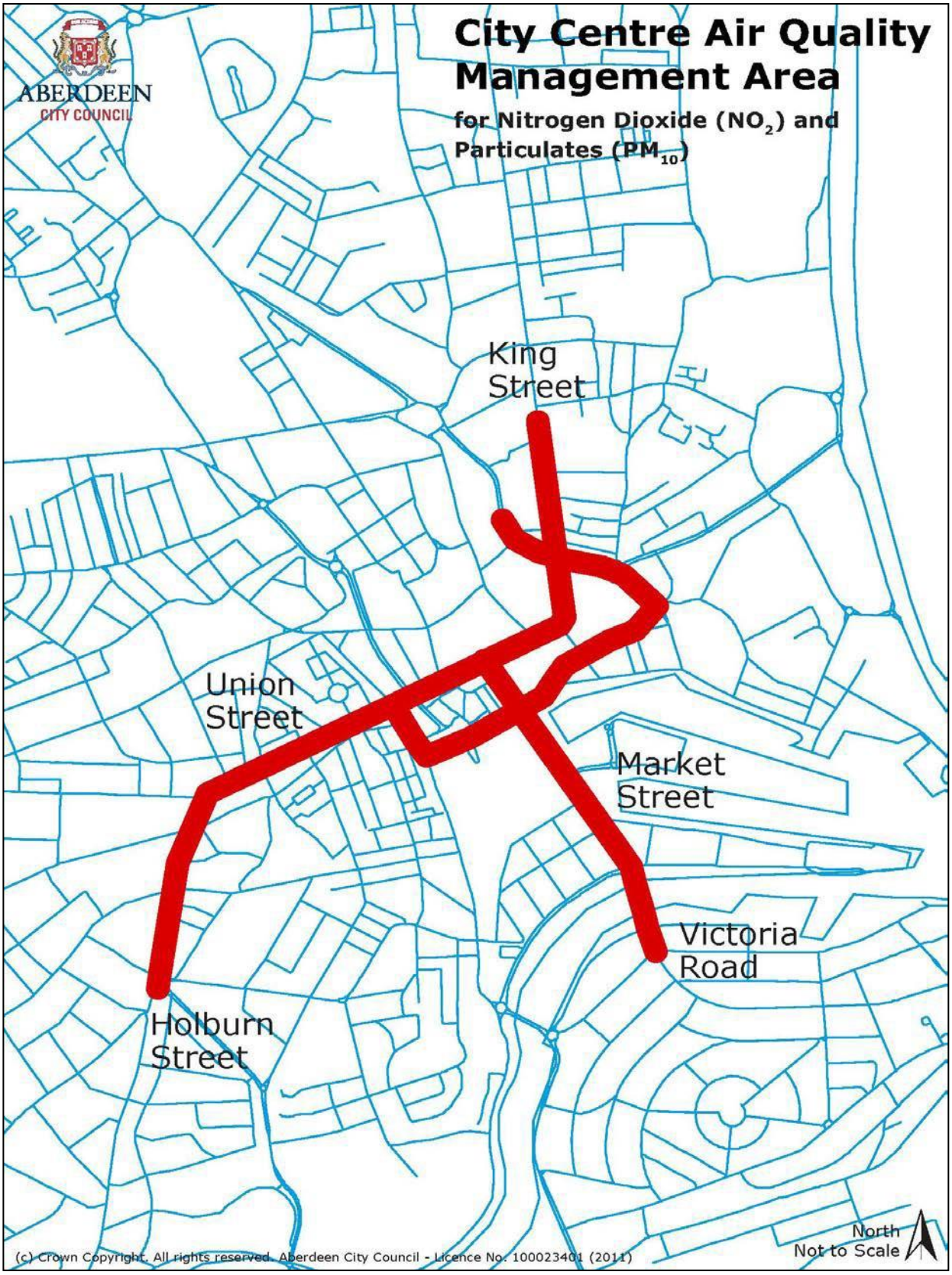
C1: Air Quality Management Areas



ABERDEEN
CITY COUNCIL

Wellington Road
Air Quality Management
Area for Nitrogen Dioxide (NO2)
and Particulates (PM10)


ABERDEEN
CITY COUNCIL
Anderson Drive Air Quality Management Area
for Nitrogen Dioxide (NO_2) and Particulates (PM_{10})
Howes Road
Haudagain Roundabout
Anderson Drive
Bridge of Dee Roundabout
North
Not to Scale
(c) Crown Copyright. All rights reserved. Aberdeen City Council - Licence No. 100023401 (2011)


City Centre Air Quality Management Area
for Nitrogen Dioxide (NO_2) and Particulates (PM_{10})
ABERDEEN
CITY COUNCIL
King Street
Union Street
Market Street
Victoria Road
Holburn Street
North
Not to Scale
(c) Crown Copyright. All rights reserved. Aberdeen City Council - Licence No. 100023401 (2011)

C2: Noise Management Areas

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

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

Candidate Noise Management Areas in Aberdeen

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

Candidate Quiet Areas in Aberdeen

Candidate Quiet Areas (cQAs)	
Seaton Park	Hazlehead Park (north)
Westfield Park	Hazlehead Park (south)

Aberdeen Agglomeration Noise Action Plan Objectives

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

A determination has not yet been made by the Scottish Government regarding which of these will be taken forward as formal Noise Management Areas.

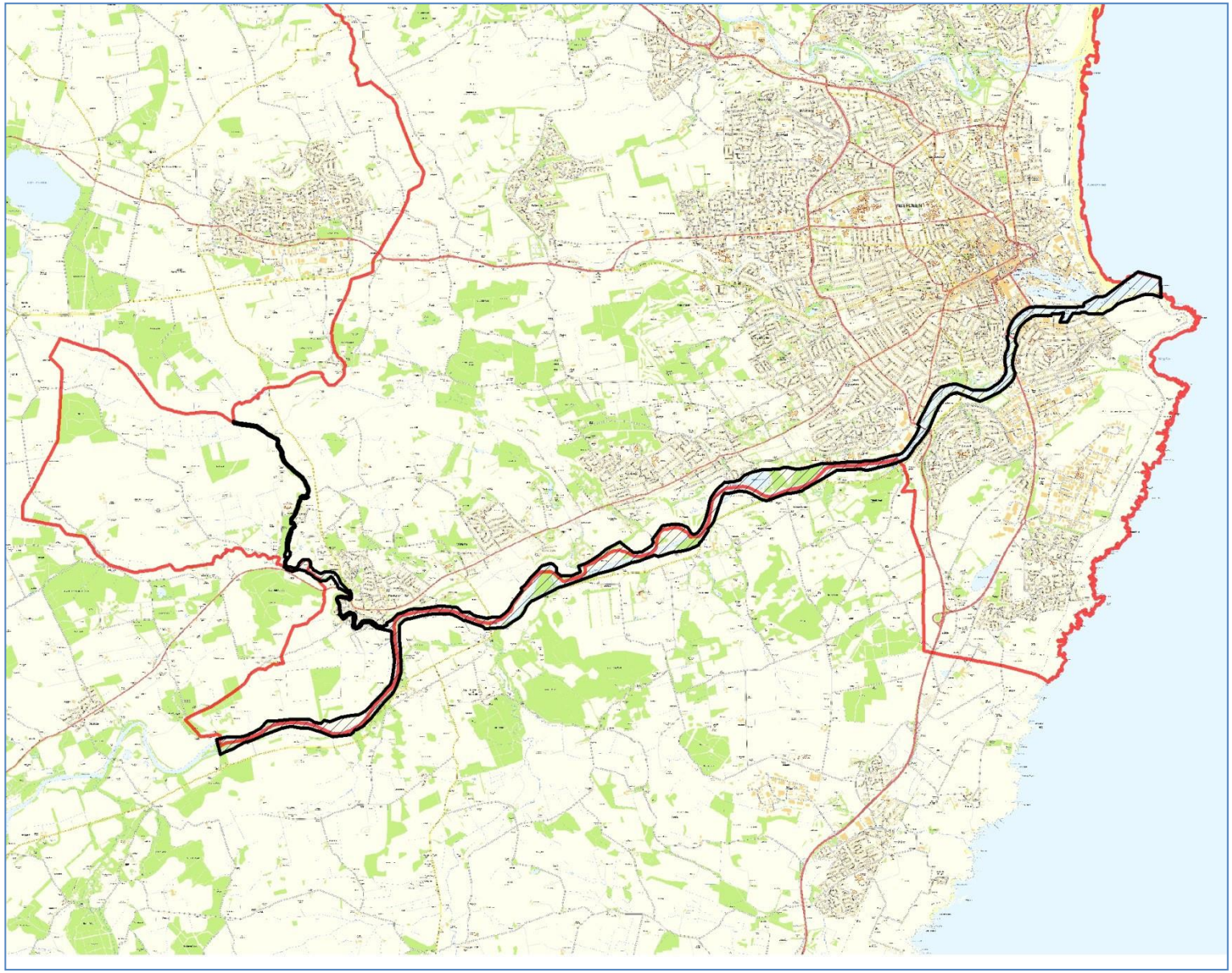
Maps of these areas are available on www.scottishnoisemapping.org. Information on the final Rail Noise Management Areas will also be available here once a determination has been made.

C3: Cycle and Bus Networks

The current cycle and bus lane network can be seen by viewing the Aberdeen Cycle Map, available at: https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/cycling-aberdeen/cycling-maps

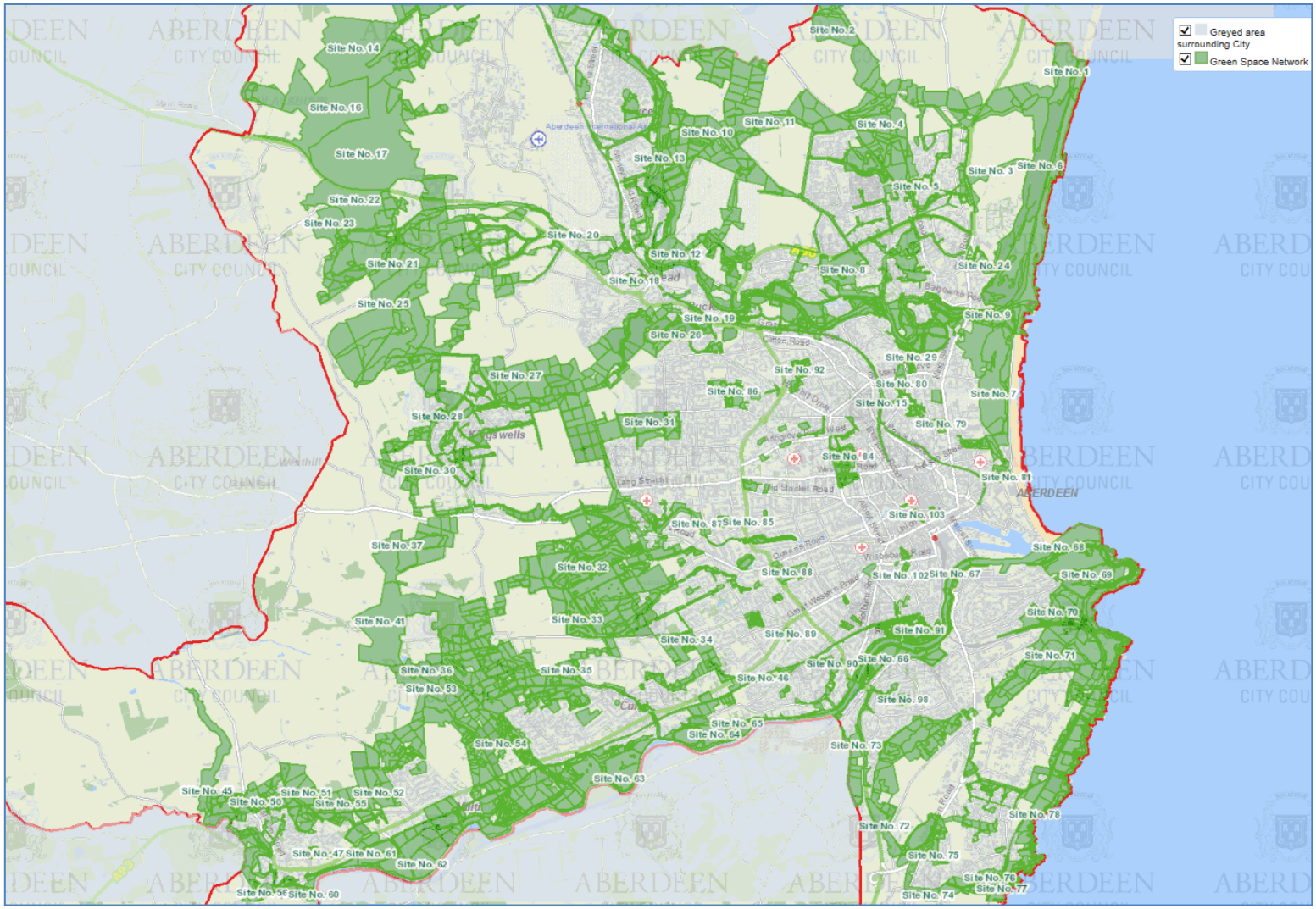
The current public transport network and coverage in the City can be seen by viewing the Aberdeen Public Transport Guide, available at:
https://www.aberdeencity.gov.uk/sites/default/files/2019-09/Public%20transportation%20guide%202019.pdf

C4: River Dee Special Area of Conservation (SAC) in Aberdeen City

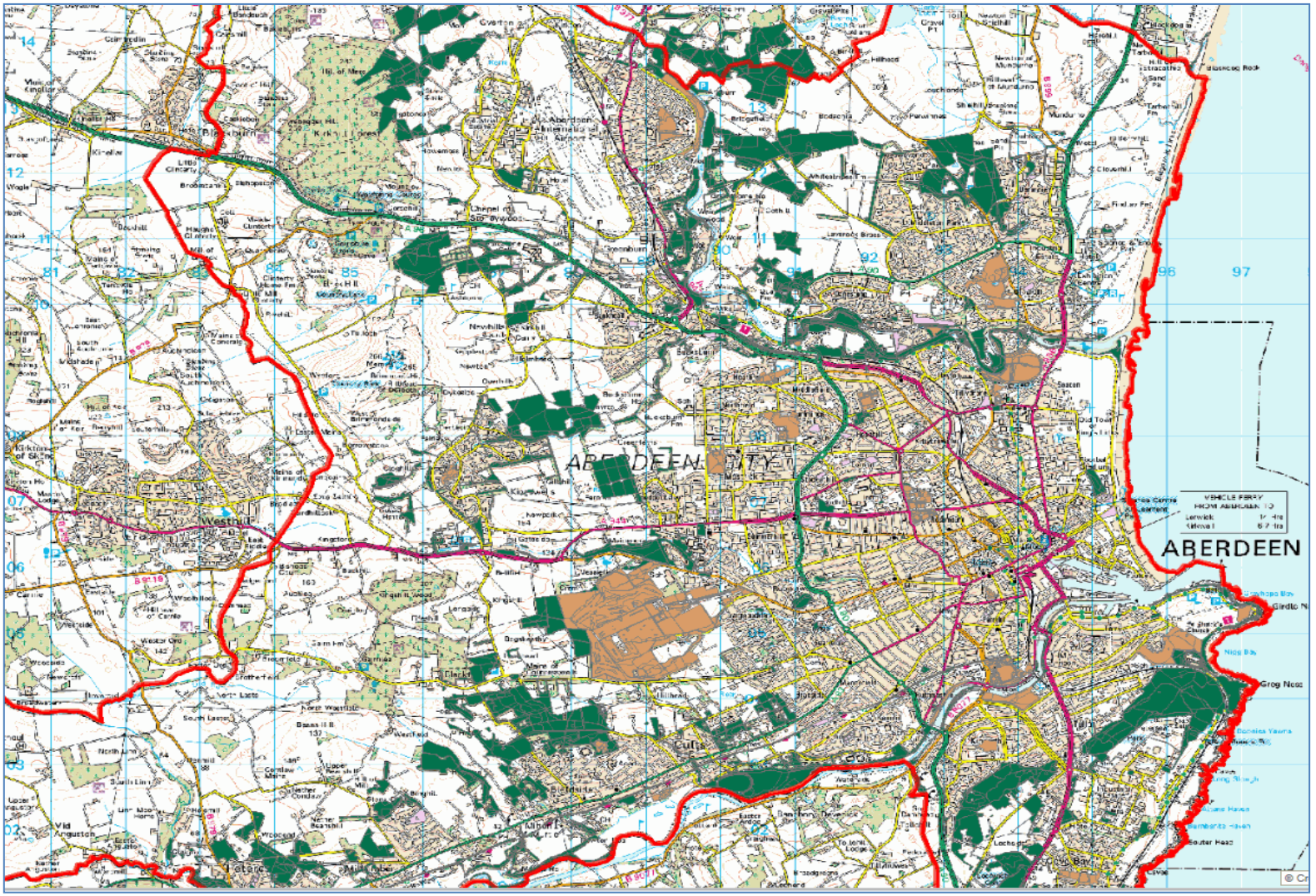


C5: Natural Heritage Sites in Aberdeen

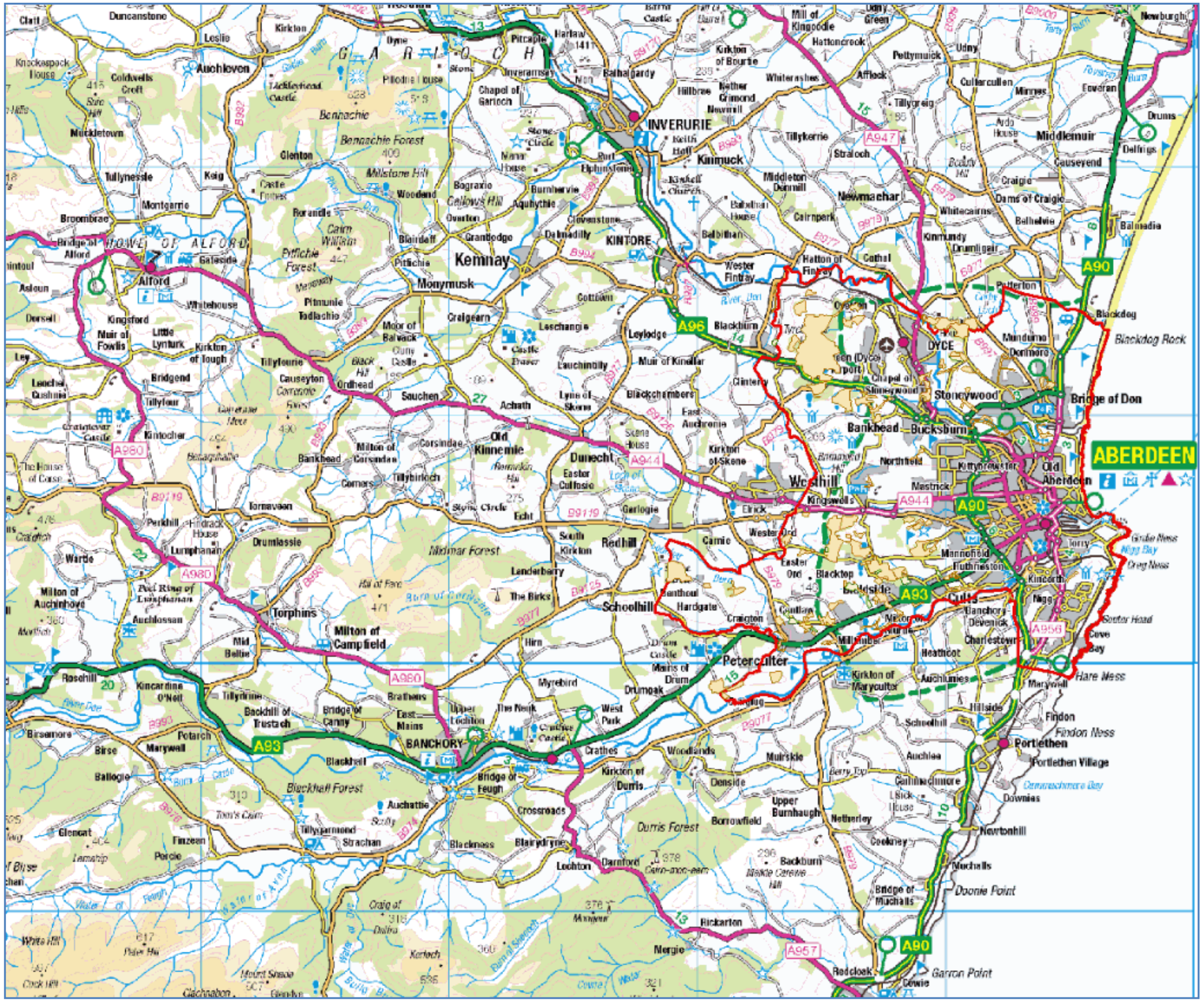
C6: Green Space Network in Aberdeen



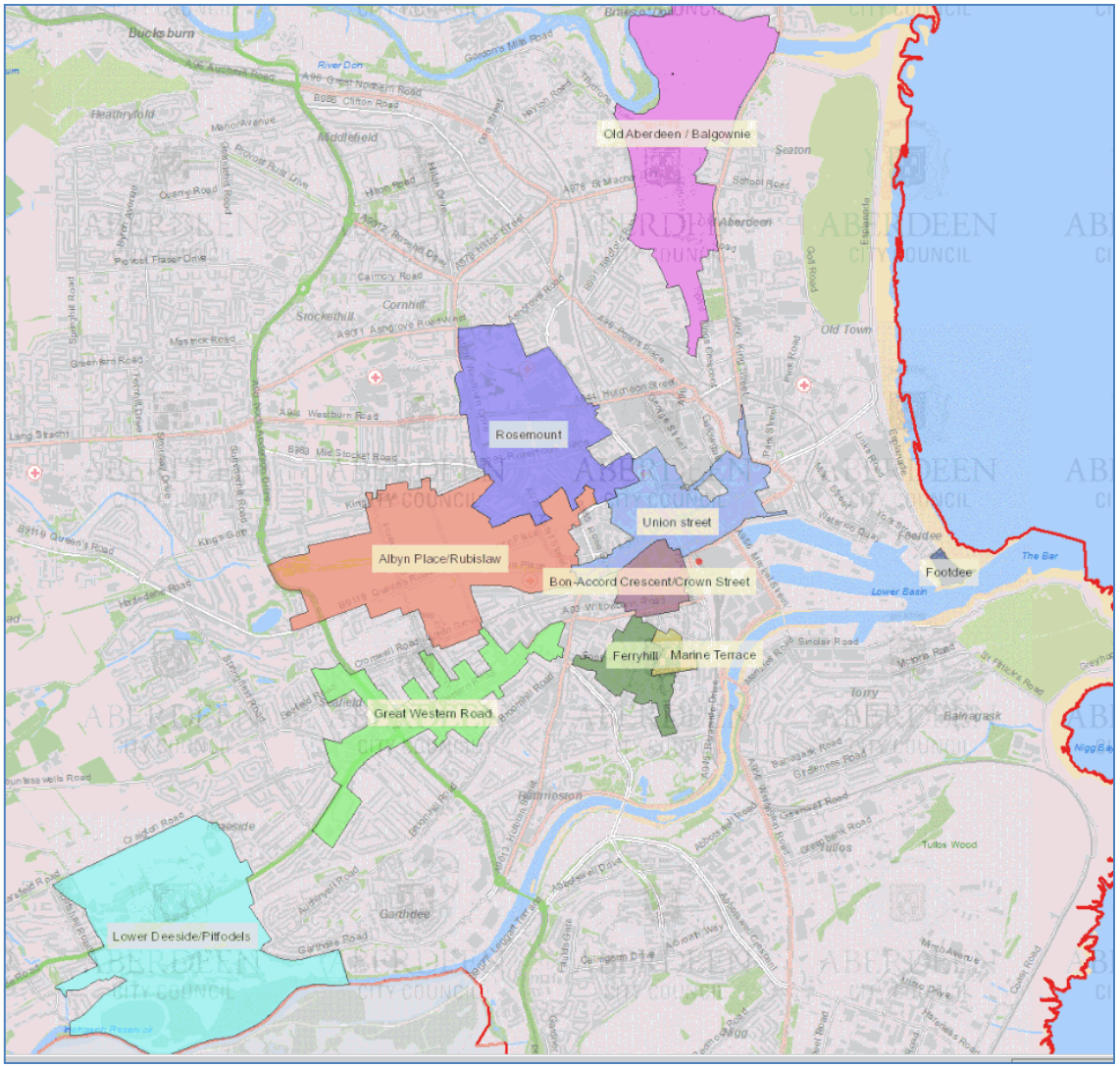
C7: Open Space Provision in Aberdeen



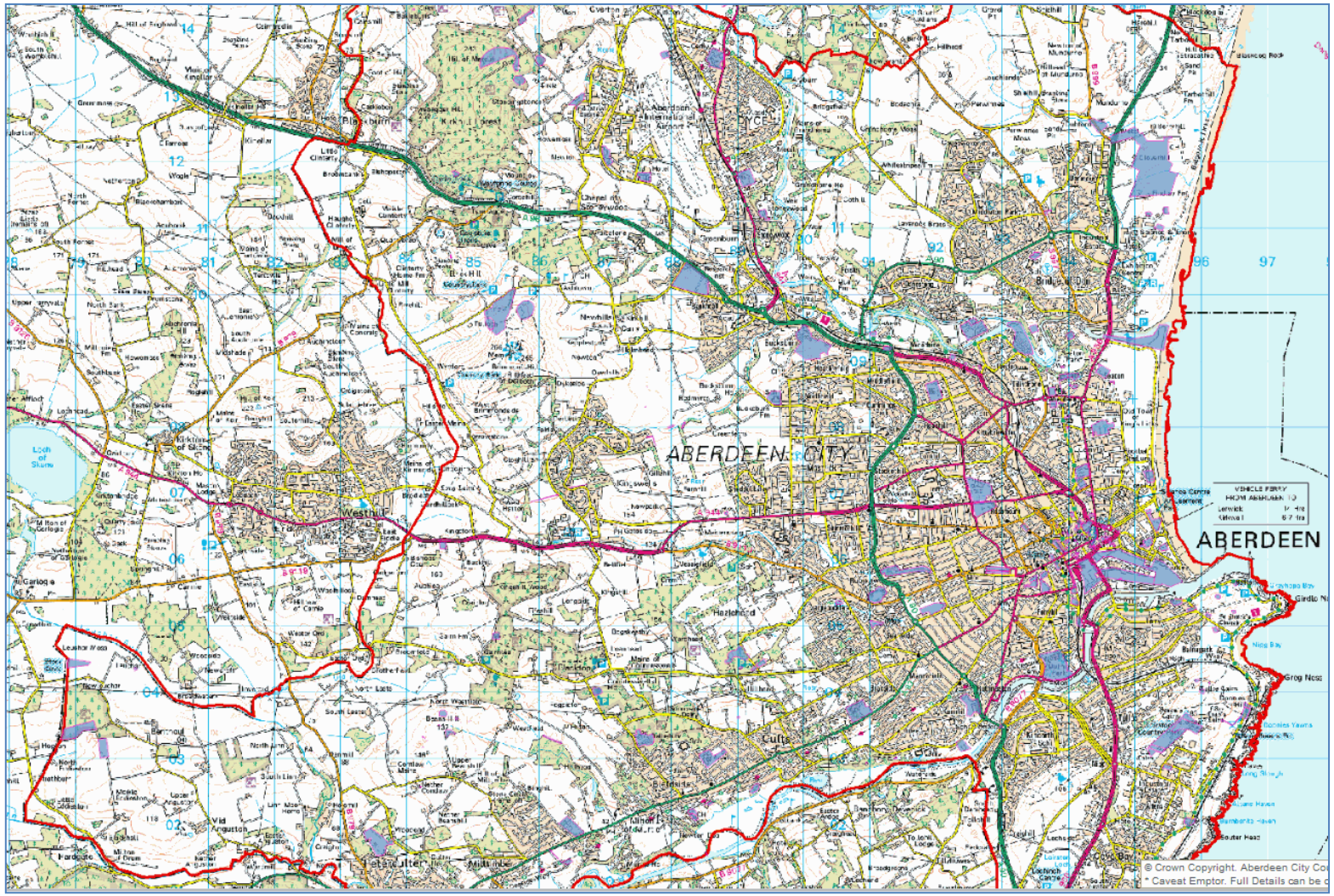
C8: Ancient and Semi-Natural Woodland



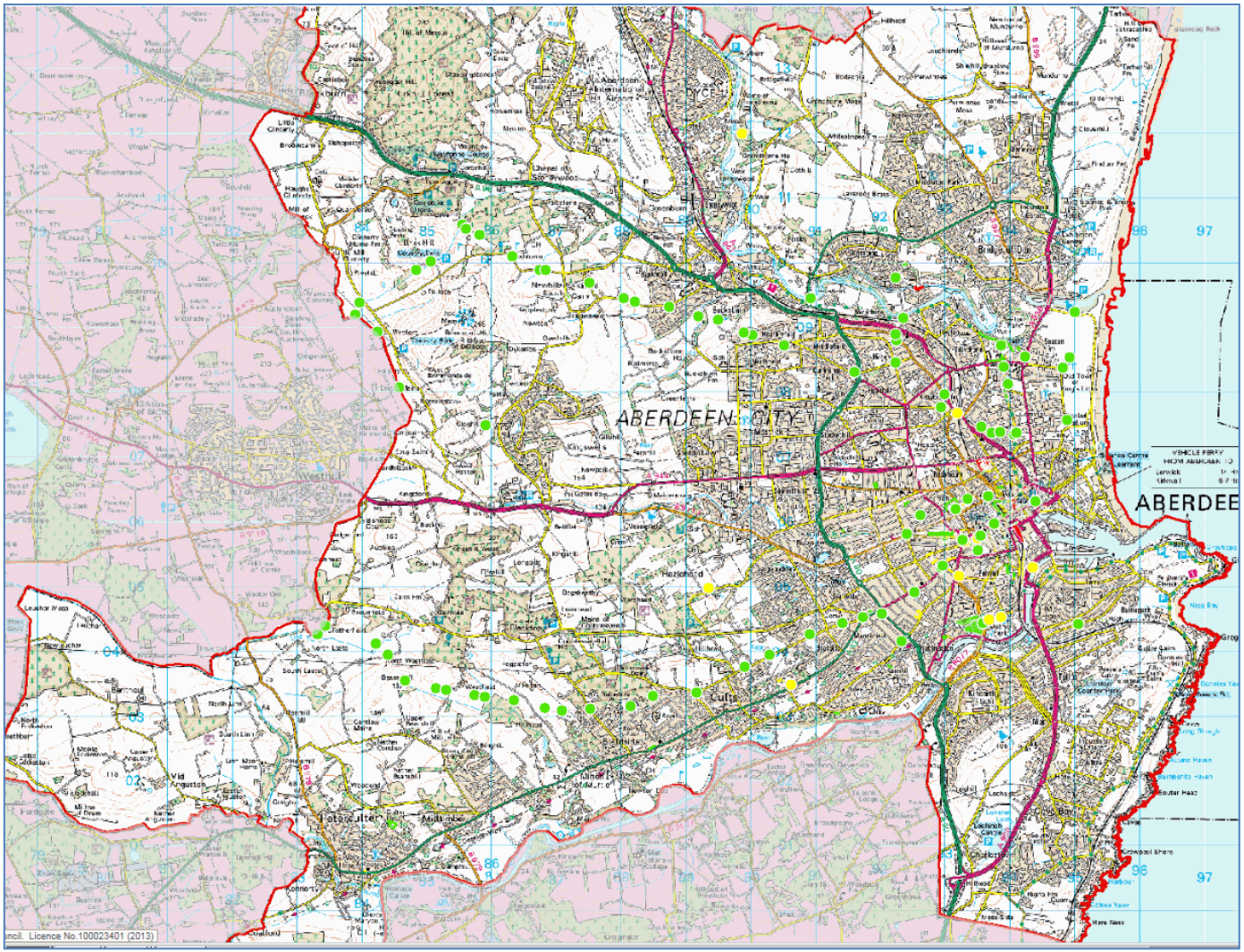
C9: Conservation Areas in Aberdeen



C10: Sites and Monuments Record



C11: Listed Buildings



C12: Gardens and Designated Landscape (Duthie Park)

Appendix D: Full Assessment Tables

Vision: A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City						
Indicator	**Objectives**	**Will the vision…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	The emphasis on minimising the impact on our environment, articulated in the vision suggest that the Strategy will have a long-term positive impact on biodiversity. This is preferable to the alternative scenario, where no such vision is in place and transport's impacts on biodiversity are likely to worsen.	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on biodiversity, resulting in increased development, pollution and emissions.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	The emphasis on minimising the impact on our environment and facilitating healthy living in the vision, fit with improving air quality. A greater uptake of clean modes of transport will have a long-term positive impact on air quality and reduce emissions associated with road traffic. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on air quality is likely to worsen.	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	The vision emphasises the importance of resilience and minimising the impact on the environment. A greater uptake of sustainable modes over car travel will contribute to reducing congestion, reducing greenhouse gas emissions and reducing the effects of climate change while resilience implies that the transport system should be able to function, accommodate and adapt in the face of a changing climate. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on the climate is likely to worsen and, subsequently, disruption be caused to the movement of people and goods..	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on climactic factors, resulting in increased motor traffic, emissions and disruption.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the w ater environment?	The emphasis on minimising the impact on the environment suggests that there w ill be a long-term positive impact on soil quantity and quality This is preferable to the alternative scenario, w here no such vision is in place and transport's impact on soil is likely to w orsen.	+	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on soil, resulting in increased run-off and pollution.	-
Water	To ensure that the w ater quality and good ecological status of the water framew ork directive are maintained.	Result in the release of water-borne pollution into w atercourses, groundwater or reservoirs? Increase the amount of surface water run-off into w ater bodies? Increase development that physically impacts on a w atercourse or the coastline.	The emphasis on minimising the impact on the environment suggests that there w ill be a long-term positive impact on w ater quality w hile resilience backs up the need to keep the transport netw ork operational and reduce the impact of high rainfall and likelihood of flooding.This is preferable to the alternative scenario, w here no such vision is in place and transport's impact on w ater is likely to w orsen.	+	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on w ater, resulting in increased run-off and pollution resulting from traffic growth.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	The vision's emphasis on minimising the environmental impact of transport (including the impact on the visual environment) suggests this w ill have a long-term positive impact on the landscape, in preference to a scenario w ith no vision in place and transport's impact on the landscape continues to w orsen. It might even enhance it.	+	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on the landscape, resulting in a poor visual environment caused by increasing traffic growth and transport development.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A long-term positive impact on the population is envisaged w ith the vision specifically referencing the economy ('supports a vibrant economy') and social inclusion ('accessible to all'). Benefits to population health, and encouraging people to live in w ork in and visit Aberdeen are all key to improving things for people too. This is preferable to the alternative scenario, w here no such vision is in place and transport's impact on the population is likely to w orsen.	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on the population, through increased congestion (resulting in economic disbenefits) and the development of an increasingly car-centric City, w ith limited opportunities for alternative modes of transport.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A long-term positive impact is envisaged with the vision specifically referencing health as a priority. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on health is likely to worsen. The vision's emphasis on minimising the environmental impact of transport will also contribute to a long-term improvement in health by reducing the negative health impacts of motorised traffic (such as pollution and emissions). The emphasis on accessibility suggests there will be a long-term positive impact on improving access to healthcare facilities and physical exercise opportunities while reducing the risk of mental health issues caused by isolation. .	++	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on health resulting from increasing pollution and emissions, development of inaccessible areas of the City and limited opportunities for active travel.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The vision's emphasis on minimising the environmental impact of transport (including the impact on the visual environment) suggests this will have a long-term positive impact on cultural heritage, in preference to a scenario with no vision in place and transport's impact on cultural heritage worsens.	+	Not having a coherent vision for transport supported across the Council could ultimately have a long-term negative impact on cultural heritage, resulting in a poor visual environment caused by increasing traffic growth and transport development.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	The vision suggests a long-term positive impact on material assets through encouraging a high-quality transport system, while supporting a vibrant economy supports material assets too. Without a vision in place, transport's impact on material assets could worsen.	++	Having no vision in place for transport could contribute towards the long-term decline of our material assets.	-

TPO1: – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen						
Indicator	**Objectives**	**Will the objective…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	The objective promotes reducing the negative impact of transport on the environment, which should bring benefit to flora and fauna by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge loss of flora and fauna through construction. It also paves the way for encouraging flora and fauna through maintenance regimes	++	Not having this objective in the LTS could ultimately have a long-term negative impact on biodiversity, resulting in increased development, pollution and emissions.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	The objective promotes reducing the negative impact of transport on the environment, which should bring benefit to air quality by promoting transport modes which would be clean. EVs can create particulates from tyres, possibly more as they tend to be heavier than petrol or diesel vehicles. However, with regenerative braking they are likely to generate less particulates from brakes.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-
Climatic factor	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	The objective promotes reducing the negative impact of transport on the climate which should bring benefit to climatic factors by promoting transport modes which would be low or zero emission and be unlikely to lead to huge construction projects. An increase in the number of EVs could lead to a larger electrical requirement which could increase emissions depending on how it is generated and distributed.	++/-	Not having this objective in the LTS could ultimately have a long-term negative impact on climatic factors, resulting in increased motor traffic, emissions and disruption.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	The objective promotes reducing the negative impact of transport on the environment, which should bring benefit to soil by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge loss or impact upon soil through construction. It also paves the way for reducing disruption to soil through improved maintenance regimes. There is also the potential for this to impact negatively on soil through new construction (compacting and sealing)	++/-	Not having this objective in the LTS could ultimately have a long-term negative impact on soil factors, resulting in increased disruption through construction and increased emissions	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	The objective promotes reducing the negative impact of transport on climate and the environment, which should bring benefit to water by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge impact upon water through construction. It also paves the way for reducing disruption to water through improved maintenance regimes while lower carbon transport should lead to less greenhouse gas emissions which could lead to less flooding. Potential to also build in SUDS for the benefit of water distribution for new transport schemes or, through use of Blue/ Green infrastructure, to help slow down run off and filter pollutants..	++	Not having this objective in the LTS could ultimately have a long-term negative impact on water, resulting in increased disruption through construction and increased emissions, causing more global warming and subsequent flooding	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	The objective promotes reducing the negative impact of transport on the environment, which should bring benefit to landscape by promoting transport modes, such as active travel, which would be clean, take up less space, so be less of a blot on the landscape, minimise impact on their surroundings and be unlikely to lead to huge impact upon landscape through construction. It also paves the way for reducing disruption to landscape through improved maintenance regimes. There may even be scope to improve the landscape.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on landscape, resulting in increased disruption through construction and numerous vehicles to blot the landscape.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	The objective promotes reducing the negative impact of transport on climate and the environment, which should bring benefit to people as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population who cannot, do not or cannot afford to drive. Reports such as the Walking and Cycling index and Sustrans Pedestrian Pound have also demonstrated how environmentally friendly modes such as active travel can be good for business	++	Not having this objective in the LTS could ultimately have a long-term negative impact on population as they would potentially not be able to easily use or access the modes of transport that would bring them the greatest benefit.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	The objective promotes reducing the negative impact of transport on climate and the environment, which should bring benefit to human health as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population ensuring people can get around and will not be socially isolated while these active modes can help people to sat fit and well. Cleaner transport with lower emissions also helps for cleaner air which is better for people's health	++	Not having this objective in the LTS could ultimately have a long-term negative impact on human health as they would potentially not be able to easily use or access the modes of transport that would bring them the greatest benefit and may suffer as a result of poorer air quality.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The objective promotes reducing the negative impact of transport on climate and the environment, which should bring benefit to human health as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population ensuring people can get around, access cultural heritage and will not be socially isolated. Promotion of modes such as active travel also take up less space and are cleaner, helping both the visual appeal of cultural heritage but reducing the environmental impact upon it. Furthermore, promoting use of active travel is likely to lead to less construction of large new transport infrastructure which means less impact to cultural heritage	+	Not having this objective in the LTS could ultimately have a long-term negative impact on cultural heritage in making people less able to access it, negatively affecting its appearance and leading to damaging construction to facilitate more motorised transport movements	-

Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This objective encourages better use to be made of the existing transport network by promoting modes which are less polluting, visually intrusive and do not require large scale construction to accommodate. An increase in the number of EVs could lead to a larger electrical requirement which could increase emissions depending on how it is generated and distributed.	++/-	Not having this objective in place could lead to a negative impact on Material Assets	-

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

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to flora and fauna by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge loss of flora and fauna through construction. It also paves the way for encouraging flora and fauna through maintenance regimes. Being around nature and having sight of it and access to it can also help with mental health.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on biodiversity, resulting in increased development, pollution and emissions.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to air quality by promoting transport modes which would be clean. Cleaner air in itself is beneficial to health too. Encouraging blue green infrastructure and routing the transport network through it can also be beneficial to air, dispersing pollutants.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to climatic factors by promoting transport modes which would be low or zero emission and be unlikely to lead to huge construction projects.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on climatic factors, resulting in increased motor traffic, emissions and disruption.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to soil by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge loss or impact upon soil through construction. It also paves the way for reducing disruption to soil through improved maintenance regimes	+	Not having this objective in the LTS could ultimately have a long-term negative impact on soil factors, resulting in increased disruption through construction and increased emissions	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to water by promoting transport modes which would be clean, minimise impact on their surroundings and be unlikely to lead to huge impact upon water through construction. It also paves the way for reducing disruption to water through improved maintenance regimes while lower carbon transport should lead to less greenhouse gas emissions which could less to less flooding. Potential through use of Blue/ Green infrastructure, to help slow down run off and filter pollutants..	++	Not having this objective in the LTS could ultimately have a long-term negative impact on water, resulting in increased disruption through construction and increased emissions, causing more global warming and subsequent flooding	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to landscape by promoting transport modes, such as active travel, which would be clean, take up less space, so be less of a blot on the landscape, minimise impact on their surroundings and be unlikely to lead to huge impact upon landscape through construction. It also paves the way for reducing disruption to landscape through improved maintenance regimes. Access to high quality landscapes	+	Not having this objective in the LTS could ultimately have a long-term negative impact on landscape, resulting in increased disruption through construction and numerous vehicles to blot the landscape.	-

			can also improve health and the LTS may be able to enhance landscapes through new projects.			
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to people as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population who cannot, do not or cannot afford to drive. Reports such as the Walking and Cycling index and Sustrans Pedestrian Pound have also demonstrated how environmentally friendly modes such as active travel can be good for business.	++	Not having this objective in the LTS could ultimately have a long-term negative impact on population as they would potentially not be able to easily use or access the modes of transport that would bring them the greatest benefit.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to human health as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population ensuring people can get around and will not be socially isolated while these active modes can help people to sat fit and well. Cleaner transport with lower emissions also helps for cleaner air which is better for people's health	++	Not having this objective in the LTS could ultimately have a long-term negative impact on human health as they would potentially not be able to easily use or access the modes of transport that would bring them the greatest benefit and may suffer as a result of poorer air quality.	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The objective promotes use of transport, which is low emission or contributes to health such as active travel, which should bring benefit to human health as improving access to modes such as walking, wheeling, cycling and public transport are accessible to a larger part of the population ensuring people can get around, access cultural heritage and will not be socially isolated. Promotion of modes such as active travel also take up less space and are cleaner, helping both the visual appeal of cultural heritage but reducing the environmental impact upon it. Furthermore, promoting use of active travel is likely to lead to less construction of large new transport infrastructure which means less impact to cultural heritage	+	Not having this objective in the LTS could ultimately have a long-term negative impact on cultural heritage in making people less able to access it, negatively affecting its appearance and leading to damaging construction to facilitate more motorised transport movements	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This objective encourages better use to be made of the existing transport network by promoting modes which are less polluting, visually intrusive and do not require large scale construction to accommodate.	++	Not having this objective in place could lead to a negative impact on Material Assets	-

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

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This may have a slightly negative effect on biodiversity if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). However, there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less pollution affecting flora and fauna	-/+	Not having this objective in place is unlikely to score worse for biodiversity impact	0

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This objective may lead to a slight improvement to air quality if it stops so much harsh braking, which releases particulates from brakes and tyres. If it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities) there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less air pollution.	+	Not having this objective in place is likely to lead to a long term negative effect on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This objective may lead to a slight improvement to climatic factors if it stops so much harsh braking and stopping and starting of traffic. If it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities) there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less emissions	+	Not having this objective in place is likely to lead to a long term negative effect on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This may have a slightly negative effect on soil if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). However, there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less pollution affecting soil.	-/+	Not having this objective in place is unlikely to score worse for soil	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This may have a slightly negative effect on water if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). However, there could be a long term positive impact if it leads to people feeling safer whilst using active travel, as they are likely to use it more, meaning less pollution affecting water	-/+	Not having this objective in place is unlikely to score worse for water	0

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This may have a slightly negative effect on landscape if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). How ever, there could be a long term positive impact if it leads to people feeling safer w hilst using active travel, as they are likely to use it more, meaning less visual impact from traffic on the landscape	-/+	Not having this objective in place is unlikely to score w orse for landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This objective is likely to bring a large benefit to the population. If people feel safer using it, they w ill be more likely to do so and more likely to therefore visit places and support the economy. Likew ise, a safer transport network means a more reliable movement of goods w hile, if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). there could be a long term positive impact to people w ho need to get around but cannot use cars.	++	Not having this objective in place is likely to score worse for population	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	This objective is likely to bring a large to human health. A safer transport netw ork keeps people from sickness, injury and harm. If people feel safer using it, they w ill be more likely to do so w hich is great for social mobility and reducing social isolation. Likew ise, if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities). there could be a long term positive impact to people's physical and mental health	++	Not having this objective in place is likely to score worse for population	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This objective is likely to have a positive impact on cultural heritage by making people more inclined to visit it if they feel safer doing so. However, there might be a small disbenefit if construction of new infrastructure to make people feel safer impacts upon it. However, if it leads to more construction of new infrastructure to keep people safe (eg enhanced junctions, new segregated active travel facilities) there could be a long term positive impact if it means less pollution affecting cultural heritage	+	Not having this objective in place could ultimately have a long-term negative impact on cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This objective is likely to have a positive affect on material assets. If people feel safer they will use the transport network more, meaning better use of transport assets.	+	Not having this objective in place could ultimately have a long-term negative impact on material assets	-

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

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less emissions and better air quality, which would benefit biodiversity, due to less queuing traffic but it might necessitate construction of more infrastructure to provide this. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less pollution affecting flora and fauna	-/++.	Not having this objective in place is unlikely to score worse for biodiversity impact	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	More efficient movement of goods and people can mean less emissions and better air quality due to less queuing traffic. Furthermore, if new infrastructure is required and benefits active and sustainable travel then there will be a long term benefit through less pollution too. Will have to ensure that more efficient movement of people and goods does not lead to more unsustainable vehicle movements as this could cause more pollution.	++/0	Not having this objective in place is unlikely to score worse for air impact	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	More efficient movement of goods and people can mean less emissions and better air quality due to less queuing traffic. Furthermore, if new infrastructure is required and benefits active and sustainable travel then there will be a long term benefit through less pollution too. Will have to ensure that more efficient movement of people and goods does not lead to more unsustainable vehicle movements as this could cause more pollution.	++/0	Not having this objective in place is unlikely to score worse for climatic impact	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less emissions and better air quality due to less queuing traffic, which would benefit soil, but it might necessitate construction of more infrastructure to provide this, impacting negatively on soil. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less pollution affecting soil	-/++	Not having this objective in place is unlikely to score worse for soil impact	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less emissions and better air quality due to less queuing traffic, which would benefit pollution to water, but it might necessitate construction of more infrastructure to provide this, impacting negatively on water. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less pollution affecting water	-/++	Not having this objective in place is unlikely to score worse for water impact	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less queuing traffic, which is less of a blot on the landscape but it might necessitate construction of more infrastructure to provide this, impacting negatively on landscape. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less motorised traffic and more use of smaller, less visually intrusive modes	-/++	Not having this objective in place is unlikely to score worse for landscape impact	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	More efficient movement of people and goods is very beneficial to the population. Not only does it make it easier for people to get around and more attractive to do so, but it gives them more access to goods in a timely fashion.	++	Not having this objective in place is unlikely to score worse for population impact	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	More efficient movement of people and goods is very beneficial to human health. Not only does it make it easier for people to get around and more attractive to do so, but it gives them more access to goods in a timely fashion. Ease if getting around is good for health as it means less risk of social isolation while making it easier to get around by sustainable and active modes can help physical and mental health. Furthermore, encouraging more efficient journeys by active travel can help health through cleaner air while more efficient travel also reduces stress	++	Not having this objective in place is unlikely to score worse for population impact	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This one is a slight positive benefit on balance. On one hand, more efficient movement of goods and people can mean less queuing traffic, which is less of a blot on the landscape but it might necessitate construction of more infrastructure to provide this, impacting negatively on cultural heritage. However, if this infrastructure benefits active and sustainable travel then there will be a long term benefit through less motorised traffic and more use of smaller, less visually intrusive, less polluting modes. Likewise, more efficient movement of people makes it easier for people to travel to experience cultural heritage	-/++	Not having this objective in place is unlikely to score worse for landscape impact	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	The vision suggests a long-term positive More efficient movement of people and goods means better use of material assets. An increase in the number of EVs could lead to a larger electrical requirement which could increase emissions depending on how it is generated and distributed.	++/-	Not having this objective in place is unlikely to score worse for landscape impact	-

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

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This is positive and negative On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on biodiversity but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to biodiversity	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to more emissions from transport but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to air quality.	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This is positive and negative.. On one hand, making the transport network more accessible, inclusive and user friendly might lead to more emissions from transport but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to climatic factors.	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on soil but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to soil.	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on soil but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to soil.	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on landscape but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and visual intrusion, there could be benefit here to landscape	+/-	Without this objective and the LTS it is likely that the impact would be neutral	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This is likely to bring great benefit to the population. It will allow more people to get around more easily, goods to get around more easily and, in doing so, bring benefit to the economy by giving people better access to goods and services.	++	Without this objective and the LTS it is likely that the impact would be negative	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	This is likely to bring benefit to human health. Improving the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive, will allow more people to move around which can be beneficial both for mental and physical health. Given that some of these improvements are likely to take the form of active travel, there is also the benefit to physical and mental health with these in particular through activity and endorphins released through exercise.	++	Without this objective and the LTS it is likely that the impact would be negative	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is positive and negative. On one hand, making the transport network more accessible, inclusive and user friendly might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on cultural heritage but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and visual intrusion, there could be benefit here to cultural heritage. Plus, making the transport network more accessible, inclusive and user friendly can help more people to access and enjoy cultural heritage.	++/-	Without this objective and the LTS it is likely that the impact would be negative	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to bring benefit to material assets. The more people are able to access the transport network and its various assets, the better used they are and the more value is gained from them	++	Without this objective and the LTS it is likely that the impact would be negative	-

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

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This is likely to be small positive benefit overall, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect biodiversity. On the other, flora and fauna could be part of the solution to making the transport infrastructure more resilient – greater ability to filter and absorb water and slow down the rate of discharge of rainwater – while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits	+	Without this objective and the LTS it is likely that the impact would be negative	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is likely to be small positive impact. The promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits	+	Without this objective and the LTS it is likely that the impact would be negative	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This is likely to be a positive benefit in that considering resilience, not just in terms of which modes to promote but in terms of construction and maintenance regimes, should make the transport network more able to deal with climatic factors such as flooding. while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits	+	Without this objective and the LTS it is likely that the impact would be negative	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to be a small overall positive benefit, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect soil. On the other, soil could be part of the solution to making the transport infrastructure more resilient – greater ability to filter and absorb water and slow down the rate of discharge of rainwater – while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits to soil	++/-	Without this objective and the LTS it is likely that the impact would be negative	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to be small overall positive benefit on balance, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect soil. On the other, soil could be part of the solution to making the transport infrastructure more resilient – greater ability to filter and absorb water and slow down the rate of discharge of rainwater – while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could bring benefits to soil	++/-	Without this objective and the LTS it is likely that the impact would be negative	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is likely to be small overall positive benefit on balance, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect landscape. On the other, landscape could be part of the solution to making the transport infrastructure more resilient – its structure may help to protect from flooding, absorb water and slow down the rate of discharge of rainwater – while the promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could impact positively on landscape	++/-	Without this objective and the LTS it is likely that the impact would be negative	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	There is likely to be a benefit to the population through ensuring the transport network is more resilient and can react to unplanned circumstances and extreme weather as it means that people are still able to get out and around and goods are still able to as well meaning people still have access to goods, services and opportunities	++	Without this objective and the LTS it is likely that the impact would be negative	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	There is likely to be a benefit to human health through ensuring the transport network is more resilient and can react to unplanned circumstances and extreme weather as it means that people are still able to get out, access goods services and opportunities and see other people. Furthermore, the COVID-19 pandemic showed that walking, wheeling and cycling were amongst the most resilient forms of transport and enabling them can lead to further physical and mental health benefits.	++	Without this objective and the LTS it is likely that the impact would be negative	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is likely to be small positive benefit on balance, due to both positive and negative effects. On one hand, this might lead to more supporting infrastructure being built, which could affect landscape. On the other, promotion of more resilient forms of transport, such as active travel, which is zero emission and requires less land to accommodate, could impact positively on cultural heritage and making the transport network more resilient can help give people more access to culture heritage.	++/-	Without this objective and the LTS it is likely that the impact would be negative.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to bring benefit to material assets. The more resilient the transport network, the more people are able to access it and its various assets, the better used they are and the more value is gained from them.	++	Without this objective and the LTS it is likely that the impact would be negative.	-

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

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	0	0	Not having this LTS objective is unlikely to affect biodiversity.	0

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This LTS objective could bring benefit to air quality through better monitoring and subsequent awareness.	+	Not having this LTS objective could negatively impact upon air.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This LTS objective could bring benefit to climatic factors through better monitoring and subsequent awareness.	+	Not having this LTS objective is could negatively impact upon climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This LTS objective is unlikely to affect biodiversity.	0	Not having this LTS objective is unlikely to affect biodiversity.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This LTS objective could bring benefit to water through better monitoring and technologies to deal with flooding and rainwater.	+	Not having this LTS objective is could negatively impact upon climatic factors.	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This LTS objective is unlikely to affect landscape	0	Not having this LTS objective is unlikely to affect landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This LTS objective is likely to bring benefit to the population as improvements in technology should assist the movement of people and goods	++	Not having this LTS objective could negatively impact upon climatic factors	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	This LTS objective is likely to bring benefit to human health as improvements in technology should make the transport network more user friendly, helping human health mentally and potentially physically	+	Not having this LTS objective could negatively impact upon climatic factors	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This LTS objective could have a positive benefit upon cultural heritage by making it easier for people to move around, access it and explore it	+	Not having this LTS objective could negatively impact upon cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Technology could help to create more material assets and also help to make better use of the ones already there	++	Not having this LTS objective could negatively impact upon material assets.	-

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

Indicator	Objectives	Will the objective…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	This is a small positive benefit overall. On one hand, encouraging people to use other modes compared with the car might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on biodiversity but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to biodiversity. Given the mantra to make best use of existing assets first, it is unlikely that largescale new infrastructure will be built. There is also the benefit that less traffic and slower moving traffic will kill or injure less wildlife.	++/-	Without this objective and the LTS it is likely that the impact would be negative	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is a positive benefit. given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, Also, reducing the need to travel will reduce the impact to air	++	Without this objective and the LTS it is likely that the impact would be negative	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This is a positive benefit. given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, Also, reducing the need to travel will reduce the impact to climatic factors	++	Without this objective and the LTS it is likely that the impact would be negative	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is a small overall positive benefit. On one hand, encouraging people to use other modes compared with the car might lead to new infrastructure/ supporting infrastructure being built which could impact negatively on soil but, on the other, given that public transport and active travel are amongst the most inclusive forms of transport and that they are the least likely to cause congestion and environmental impact, there could be benefit here to soil . Given the mantra to make best use of existing assets first, it is unlikely that largescale new infrastructure will be built	-/++	Without this objective and the LTS it is likely that the impact would be negative	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	There is a positive impact upon water from doing this. It is unlikely to lead to the construction of lots of new infrastructure, which would impact upon water, but also likely to lead to the construction of infrastructure which is much less likely to cause as much run off	+	Without this objective and the LTS it is likely that the impact would be negative	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Reducing the need to travel and encouraging people to use alternative forms of transport to the car are likely to have positive impact by leading to less construction of new infrastructure but also in reducing congestion and traffic levels, both of which could have a detrimental effect on the visual appeal of the landscape	+	Without this objective and the LTS it is likely that the impact would be negative	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	There is a positive benefit here. Reducing the need to travel frees up the transport network for better movement of goods while encouraging journeys to be made by a greater range of modes more easily, brings a large benefit to people by giving them a greater range of ways to get around.	+	Without this objective and the LTS it is likely that the impact would be negative	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	The benefit overall here is positive. Giving people a greater range of ways to get around will ensure that they are able to access opportunities, goods, services, people and facilities while better access to active travel could help to make the population both more physically and mentally healthy. One caution though is to make sure that reducing the need to travel does not come at the expense of making people less active and causing social isolation.	++	Without this objective and the LTS it is likely that the impact would be negative	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Reducing the need to travel and encouraging people to use alternative forms of transport to the car are likely to have positive impact on cultural heritage by leading to less construction of new infrastructure but also in reducing congestion and traffic levels, both of which could have a detrimental effect on the visual appeal of the cultural heritage. Likewise, encouraging travel by a greater means of options than just the private car could give people more opportunity to access cultural heritage by giving them more ways to do so.	+	Without this objective and the LTS it is likely that the impact would be negative	-

Policy 1: Climate change mitigation and adaption - To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site.	The emphasis on net zero carbon emissions and climate resilient infrastructure create the agenda for transport which requires minimal land take, is not damaging to biodiversity and recognises the importance of flora and fauna in capturing carbon, This should produce a positive impact on biodiversity. This is preferable to the alternative scenario, where no such vision is in place and transport's impacts on biodiversity are likely to worsen	++	Not having a policy for climate change mitigation and adaption for transport supported across the Council could ultimately have a long-term negative impact on biodiversity, resulting in increased development, pollution and emissions.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	The emphasis on net zero carbon emissions and climate resilient infrastructure creates the support for a transport system which is low or zero emission and green which has a positive effect on air quality as well. A greater uptake of sustainable modes of transport will have a long-term positive impact on air quality and reduce emissions associated with road traffic. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on air quality is likely to worsen.	++	Not having a policy for climate change mitigation and adaption for transport supported across the Council could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rrrich soils?	This policy is specifically for Climate Change . Not only does it call for transport w hich contributes to Aberdeen's target of net zero emissions targets by 2045 or earlier but it also champions the creation of climate resilient infrastructure and movement	++	Not having a policy for climate change mitigation and adaption for transport could not only undermine the ability of the transport network to achieve this but it could also leave the Council open to challenge, given transport's contribution to emissions	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the w ater environment?	To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, w ill require the promotion of less land intensive forms of transport, such as active travel, meaning less disruption to soil to create huge new infrastructure projects. A resilient transport infrastructure to climate implies good management of rain w ater and flooding, w hich can also be beneficial for soil	++	Not having a policy for climate change mitigation and adaption for transport could undermine the ability of the transport netw ork to achieve this	-
Water	To ensure that the w ater quality and good ecological status of the water framew ork directive are maintained.	Result in the release of water-borne pollution into w atercourses, groundwater or reservoirs? Increase the amount of surface water run-off into w ater bodies? Increase development that physically impacts on a w atercourse or the coastline.	Promotion of climate resilient infrastructure suggests ways of controlling things like flooding and mitigating the impacts of heavy rainfall, as w ell as being able to incorporate supporting measures such as SUDS.	++	Not having this as policy could likely impact upon w ater.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This outlines support for methods of transport w hich are less polluting, w hich includes active travel. This traditionally takes up less space and requires less infrastructure than transport like fossil fuelled private cars and therefore the landscape w ill be less affected by large scale infrastructure creation and taken over by vehicles. Decreasing congestion could improve the landscape setting of the City w ith long-term benefits. This is preferable to the scenario w ith no such aim in place w here congestion blights the landscape.	+	Not having this as a policy could mean that traffic and congestion continue to increase in Aberdeen, w ith a long-term negative impact on the landscape.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Promoting infrastructure which has net zero emissions includes walking and cycling, both of which are good for physical and mental health as well as being very cost effective ways to travel so accessible to a wide number of people. Developing and promoting climate resilient infrastructure and movement will also help to ensure that the movement of people and goods is still able to continue efficiently which is also good for economic growth and social inclusion	++	Not having this as a policy could result in an increase in congestion and therefore even more unreliable journey times for people and freight, with long-term negative impacts. This too could be badly affected by climate change factors. It could also lead to a transport system where people feel socially excluded	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Promoting infrastructure which has net zero emissions includes walking and cycling, both of which are good for physical and mental health while their zero carbon emissions go hand in hand with better air quality, which is beneficial for human health. Developing and promoting climate resilient infrastructure and movement will also help to ensure that the movement of people and goods is still able to continue efficiently which is also good for physical and mental health	+	Not having such a policy could result in an increase in queuing vehicles, a reliance on non-active modes of transport and hence emissions, with long-term negative implications for human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A promotion of low carbon transport should help to ensure that cultural heritage is less affected by the bi-products of transport emissions and should also ensure that less space is required by traffic, helping the visual appeal of the cultural heritage Climate resilient infrastructure and movement should also help to ensure success to cultural heritage	+	Not having this as a policy could see an increase in queuing traffic in sensitive areas with long-term negative impacts on cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This LTS promotes infrastructure which is low or zero emission, showing support for walking and cycling which take up less space and therefore encourage better use of existing infrastructure ahead of building new A net zero transport system also supports the sustainable use of natural resources and material assets.	+	Not having this policy could impact on material assets.	-

	Protect and enhance outdoor access opportunities and rights.					
Policy 2: Air Quality - Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	The emphasis on promoting transport which does not contribute to poor air quality partly creates the agenda for transport which requires minimal land take and is not damaging to biodiversity. This should produce a positive impact on biodiversity. This is preferable to the alternative scenario, where no such vision is in place and transport's impacts on biodiversity are likely to worsen	+	Not having a policy for air quality for transport supported across the Council could ultimately have a long-term negative impact on biodiversity, resulting in increased development and pollution.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This policy is specifically for air quality. A greater uptake of sustainable modes of transport will have a long-term positive impact on air quality and reduce emissions associated with road traffic. This is preferable to the alternative scenario, where no such vision is in place and transport's impact on air quality is likely to worsen.	++	Not having a policy for air quality for transport supported across the Council could ultimately have a long-term negative impact on air quality, resulting in increased motor traffic and emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Promoting use of transport which does not contribute to poor air quality will likely help with climatic factors as zero emission transport does not damage air quality the same way as fossil fuels and also does not contribute to climate change in the same way	++	Not having a policy for climate change mitigation and adaption for transport could not only undermine the ability of the transport network to achieve this but it could also leave the Council open to challenge, given transport's contribution to emissions	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Much of the transport that does not contribute to poor air quality, such as walking, wheeling and cycling, takes up less space than traffic and therefore needs less land take, meaning less disruption to soil to create huge new infrastructure projects	+	Not having a policy for climate change mitigation and adaption for transport could undermine the ability of the transport network to achieve this	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Cleaner air is less likely to pollute water	+	Not having this as a policy could likely impact upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This outlines support for methods of transport which are less polluting, which includes active travel. This traditionally takes up less space and requires less infrastructure than transport like fossil fuelled private cars and therefore the landscape will be less affected by large scale infrastructure creation and taken over by vehicles. Decreasing congestion could improve the landscape setting of the City with long-term benefits. The landscape should be enhanced.This is preferable to the scenario with no such aim in place where congestion blights the landscape.	+	Not having this as an a policy could mean that traffic and congestion continue to increase in Aberdeen, with a long-term negative impact on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Promoting infrastructure which does not cause poor air quality includes walking and cycling, both of which are good for physical and mental health as well as being very cost effective ways to travel so accessible to a wide number of people.	+	Not having this as a policy could result in an increase in congestion and therefore even more unreliable journey times for people and freight, with long-term negative impacts. It could also lead to a transport system where people feel socially excluded	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space	Promoting infrastructure which does not contribute to poor air quality includes walking and cycling, both of which are good for physical and mental health while their zero carbon emissions go hand in hand with better air quality, which is beneficial for human health	++	Not having such a policy could result in an increase in queuing vehicles, a reliance on non-active modes of transport and hence emissions, with long-term negative implications for human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A promotion of low carbon transport should help to ensure that cultural heritage is less affected by the bi-products of transport emissions and should also ensure that less space is required by traffic, helping the visual appeal of the cultural heritage Climate resilient infrastructure and movement should also help to ensure success to cultural heritage	+	Not having this as a policy could see an increase in queuing traffic in sensitive areas with long-term negative impacts on cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This LTS promotes infrastructure which is low or zero emission, showing support for walking and cycling which take up less space and therefore encourage better use of existing infrastructure ahead of building new A transport system which does not contribute to poor air quality also supports the sustainable use of natural resources and material assets.	+	Not having policy could impact on material assets.	-

Policy 3: Noise Quality - Reduce levels of noise from the transport network in Aberdeen.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	A quieter transport system could have a slight positive impact upon biodiversity.	+	Not aiming for this could see a slight negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is unlikely to impact upon air quality	0	This is unlikely to impact upon air quality.	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	This is unlikely to impact upon climatic factors	0	This is unlikely to impact upon climatic factors.	0

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is unlikely to impact upon soil	0	This is unlikely to impact upon soil	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is unlikely to impact upon soil	0	This is unlikely to impact upon soil	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A quieter transport system may allow people to enjoy the landscapes more without noise interruption so may even enhance it.	+	This could negatively impact upon landscape	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A quieter transport system will have long- term economic benefits, providing a more pleasant environment in which to line and work and allowing people a better quality of life.	+	With no such policy in place, the economic consequences could worsen.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A quieter transport system could lead to a long-term improvement in human health, especially for mental health	++	Not aiming for a quieter transport system could have long-term negative implications for human health.	--
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A quieter transport network is likely to allow people to enjoy cultural heritage more without interruption from transport noise	+	Not having an LTS may lead to less awareness of the need to reduce noise from transport which in turn could affect people's enjoyment of cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is unlikely to impact upon material assets.	0	This is unlikely to impact upon material assets.	-
Policy 4: Reducing the need to travel - Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**

Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This will have a long-term positive impact on biodiversity by reducing numbers of people use of the transport network and reducing the need for land take for new transport facilities such as roads and bridges, which could cause disruption to habitats and species or adversely impact upon protected sites. This is preferable to a scenario with no LTS in place where road traffic continues to increase and environmental conditions worsen.	++	Not aiming for this could result in an increase in motorised forms of transport, thus leading to more intensive use of the transport network and increasing the need for transport development, noise and pollution, all of which would have long-term negative impacts on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Reducing the need to travel should have long-term positive impacts on air quality resulting from fewer emissions. This is preferable to a scenario with no LTS in place, where motorised traffic and hence emissions continue to increase.	++	Not aiming for this could result in an increase in motorised forms of transport, leading to a worsening of air quality, with long-term negative impacts.	-
Climatic factors	To reduce the cause and effects of climate change To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Reducing the need to travel should have long-term positive impacts on climatic factors resulting from fewer emissions. This is preferable to a scenario with no LTS in place, where motorised traffic and hence emissions continue to increase.	++	Not aiming for this could result in a growth in motorised forms of transport, leading to an increase in climate-changing emissions, with long-term negative impacts.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This will have a long-term positive impact on soil by reducing the intensity of use of the transport network and also the need for land take for new motorised transport facilities, reducing run-off from roads to soil and limiting the impact of air pollution on soil. This is preferable to a scenario with no LTS in place where efforts are not made to reduce car dependency and negative impacts on soil continue to increase.	++	Not aiming for this could see an increase in motorised transport, increasing pollution to soil from transport activities and increasing the requirement for development resulting from transport.	-

Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This will have a long-term positive impact on water by reducing the need for construction of new motorised transport facilities such as roads and bridges which could result in water pollution. This is preferable to a scenario with no LTS in place where efforts are not made to reduce car dependency and negative impacts on water continue to increase.	++	Not aiming for this could see an increase in motorised transport, increasing run-off from transport activities and increasing the likelihood of development resulting from transport.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Reducing the need to travel should result in a long-term positive impact on the landscape due to the reduced need to construct large and unsightly transport facilities such as roads and bridges while reduced traffic levels will reduce the impact of traffic on the landscape. This is preferable to a scenario with no LTS in place where efforts are not made to reduce car dependency and negative impacts on the landscape continue.	++	Not aiming for this could see an increase in motorised transport, thus increasing the negative impacts of transport on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Reducing the need to travel will have a long-term positive impact on the population. A fully integrated system will reduce the need for private car travel, resulting in less congestion and greater journey time reliability. Less personal transport will also free up more capacity for goods movement, leading to more reliable goods journey times. This is preferable to a scenario with no LTS in place, where congestion increases.	++	Not aiming for this could result in an increase of motorised transport journeys, thus increasing congestion and unreliable journey times. Not having social inclusion policies in place in relation to transport could lead to isolation of vulnerable groups. This will have a long-term negative impact on the population.	--
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Reducing the need to travel will have long term positive impacts on human health as vulnerable groups will not be exposed to the effects of poor air quality and congestion. However, there is the potential that this can lead to inactivity and social isolation, bringing disbenefit to both mental and physical health. The LTS will therefore have to ensure that it acknowledges this risk	+	Not aiming for this could see an increase in motorised transport, with long-term negative health implications resulting from increasingly sedentary behaviour and an increase in congestion and pollution.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Reducing the need to travel should result in a long-term positive impact on cultural heritage due to the reduced need to construct large and unsightly transport facilities such as roads and bridges while reduced traffic levels will reduce the impact of traffic on the landscape. This is preferable to a scenario with no LTS in place where efforts are not made to reduce car dependency and negative impacts on the landscape continue.	+	This could have a minor impact upon cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Reducing the need to travel will have long term positive benefits on material assets as it will reduce strain on existing assets.	++	Not aiming for an integrated and inclusive transport system could contribute to the long-term deterioration of our material assets.	-

Policy 5: Walking and wheeling - To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	An increase in opportunities for sustainable travel could lead to less intense use of the transport network and its surroundings, reduce land take required for new transport schemes, which may involve disruption or damage to species, habitats and protected sites. The policy therefore has a long-term positive impact on biodiversity. This is preferable to a scenario where no LTS is in place and the need for new transport schemes to support motorised travel continues to increase.	++	Failing to facilitate sustainable travel could result in increased land take for development of new transport infrastructure which may have long-term negative impacts on biodiversity.	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This policy will involve improving opportunities for sustainable travel which should lead to a decline in car use throughout the City. This should have a long term positive impact on air quality through a reduction in emissions and pollution. This is preferable to a scenario with no LTS is in place where sustainable transport is not enabled and air quality continues to worsen.	++	Failing to facilitate sustainable travel could see an increase in motorised travel with long-term negative impacts on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	This aim will involve improving opportunities for sustainable travel which should lead to a decline in car use and therefore congestion throughout the City. This should have a long term positive impact on climactic factors through a reduction in emissions and pollution. This is preferable to a scenario with no LTS in place where sustainable transport is not enabled and where emissions continue to grow.	++	Failing to facilitate sustainable travel could see an increase in motorised travel with long-term negative impacts on climactic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	An increase in opportunities for sustainable travel could reduce the need for construction of new transport facilities, such as roads and bridges, which could lead to soil contamination while less intense usage of the transport network through more space efficient modes could also benefit soil. This will therefore have a long-term positive impact on soil. This is preferable to a scenario where no LTS is in place and the need for new transport schemes to support motorised travel continues to increase.	+	Failing to facilitate sustainable travel could result in increased land take for development of new transport infrastructure which may have long-term negative impacts on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	An increase in opportunities for sustainable travel could reduce the need for construction of new transport facilities, such as roads and bridges, which could lead to water contamination and impact on the coastline. This will therefore have a long-term positive impact on water. This is preferable to a scenario where no LTS is in place and the need for new transport schemes to support motorised travel continues to increase.	+	Failing to facilitate sustainable travel could result in increased land take for development of new transport infrastructure which may have long-term negative impacts on water.	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	An increase in sustainable transport could reduce the need for construction of new transport facilities, such as roads and bridges, which could lead to an unsightly landscape. This will therefore have a long-term positive impact on landscape and could enhance it. This is preferable to a scenario where no LTS is in place and the need for new transport schemes to support motorised travel continues to increase.	+	Failing to facilitate sustainable travel could result in increased land take for development of new transport infrastructure which may have long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A transport system that facilitates healthy and sustainable living will have a long-term positive impact on the population. An increase in healthy and sustainable travel will reduce congestion, allowing the more efficient movement of freight and will improve social inclusion by increasing opportunities for low-cost travel to key destinations. Furthermore, studies such as The Pedestrian Pound, have shown that active travel can actually be good for business and, given that walking and cycling are much cheaper and easier than other forms of transport, more people can get involved with them, helping to improve social inclusion. This is preferable to a scenario with no LTS in place where car transport continues to dominate and cause problems for the travelling population.	+	Failing to facilitate sustainable travel could result in more people choosing to drive, thus increasing congestion and leading to greater journey time unreliability.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Health is identified as a key aim of the LTS. There will be a significant long-term positive impact on human health through increased opportunities for active travel. This will enable people to incorporate physical activity into their daily routines, while an increase in active travel at the expense of vehicular modes will reduce pollution and emissions that impact upon health as well as noise and vibrations. Fewer road vehicles would result in a safer transport system with fewer injuries and fatalities. Enabling a greater uptake of sustainable transport could improve access to key services (such as healthcare) and to areas of open space. Use of active travel can also help people to get out and about and releases endorphins, both of which are good for mental health too. This is preferable to a scenario with no LTS in place, where car travel continues to be the most attractive form of transport for many, and the resulting problems of inactivity, emissions and road safety remain.	++	Failing to facilitate sustainable travel could have long-term negative impacts on health, both physically and mentally, by preventing people from walking and cycling. Also, by making car travel more attractive, harmful emissions are likely to increase and travel will become increasingly sedentary, while more traffic on our roads increases the likelihood of transport-related casualties and fatalities.	--

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	An increased focus on, and prioritisation of, sustainable modes of transport should reduce the need for construction of new transport facilities (such as roads and bridges) that could impact upon important sites with a long-term positive impact on cultural heritage. Fewer cars in conservation areas will also have a positive impact on the special characteristics of such areas. This is preferable to a scenario with no LTS in place where car traffic continues to dominate and new infrastructure is required to cope with growing demand.	+	Failing to facilitate sustainable travel could result in the need for increased transport development that could impact on important sites, and an increase in traffic around such sites with long-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	A transport system that facilitates healthy and sustainable living is likely to include an increase in facilities/infrastructure that enables sustainable travel which will have a long-term positive impact on material assets.	+	Failing to facilitate sustainable travel would lead to a significant gap in our material assets.	-
Policy 6: Cycling – To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	An increase in mode share for cycling is desired, which could result in less road traffic and therefore lead to a decrease in the negative impacts of road traffic on biodiversity (particularly in terms of pollution and run- off from roads likely to affect aquatic biodiversity). More people travelling by cycle rather than motorised forms of transport could lead to a decline in the need for construction of new road transport facilities (such as roads and bridges) to cater for increasing demand, the construction of which could cause disruption to habitats and species and impact on protected sites, depending on where these are located. A long-term positive impact on biodiversity is therefore anticipated. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in motor traffic and increased land take for facilities for road transport which could cause disruption to and/or severance of habitats and species.	-

Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	An increase in mode share for cycling could lead to a corresponding decrease in vehicular traffic, resulting in fewer emissions and less pollution, with long-term positive impacts on air quality. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in road traffic and hence emissions that impact on air quality, with long-term negative impacts.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	An increase in mode share for cycling could lead to a corresponding decrease in vehicular traffic, resulting in fewer emissions and less pollution, with long-term positive impacts on the climate. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in road traffic and hence an increase in climate-changing emissions, with long-term negative impacts.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	In both cases, increased mode share for cycling could lead to a corresponding decline in mode share for motorised road transport. Reduced demand for motorised road transport would reduce the need for new traffic infrastructure, such as roads and bridges, the construction of which could have negative impacts on soil, resulting in contamination and pollution. Air quality improvements could also positively impact on soil as could the transport network being used less intensively. The LTS therefore could have a long-term positive impact on soil. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in motorised road traffic. This may lead to the necessity of new transport construction and a worsening of air quality, resulting in soil pollution and contamination, with long-term negative impacts.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	In both cases, increased mode share for cycling could lead to a corresponding decline in mode share for motorised road transport. Reduced demand for motorised road transport would reduce the need for new traffic infrastructure, such as roads and bridges, the construction of which could have negative impacts on water, resulting in contamination and pollution. The LTS therefore could have a long-term positive impact on water. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in motorised road traffic. This may lead to the necessity of new transport construction, potentially leading to water pollution and contamination, with long-term negative impacts.	-

Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	In both cases, increased mode share for cycling could reduce the need for new infrastructure for vehicular traffic, such as roads and bridges, which could be unsightly, resulting in a long-term positive impact on the landscape while it would also reduce the visual impact of vehicles. It could therefore enhance the landscape. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Failing to encourage mode transfer to cycling could see an increase in motorised road traffic with a corresponding increase in infrastructure to cater for such traffic which may have long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improved cycling facilities and opportunities for cycling would have a long-term positive impact on the people of Aberdeen. An increase in the number of destinations/origins that can be reached from Aberdeen and the wider regions by cycling would, contribute towards social inclusion by improving access to jobs, education and other key services, particularly for those without access to a car or who are no longer able to drive, such as the elderly. More people travelling by active travel has also been shown to be good for business in the Sustrans "Walking and Cycling Index". Cycling rather than private car could reduce congestion and pollution and result in more reliable journey times for people and freight. Increased opportunities to move freight by cycle would also reduce congestion and allow faster and more reliable freight movements. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	No improvement to cycling facilities could lead to a continuing growth in car travel, increasing congestion with long-term negative impacts on the economy. .	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Improved cycling facilities and opportunities for cycling will have a long-term positive impact on health by potentially making healthcare facilities and areas of open space more accessible, especially for those without access to a car. Should cycle mode share increase at the expense of car use, this will lead to a decrease in pollution and in improvement in air quality. This is preferable to the alternative scenario where conditions are anticipated to worsen. Cycling is also good for both physical health, by encouraging people to be active, but this exercise can release endorphins, which can also be good for mental health.	++	Without improvements to cycling facilities, some destinations potentially benefitting health may remain inaccessible to those without access to a car. Not encouraging mode transfer cycling could see an increase in pollution and emissions, with long-term negative impacts on health.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Improvements to cycling facilities could improve accessibility to sites of historic and/or cultural interest. An increase in cycle mode share at the expense of the car could reduce pollution and poor air quality which can have a damaging effect on older buildings. This will therefore have a positive impact on cultural heritage. Switching people to cycling can also help to reduce the visual impact of traffic. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Without improvements to cycling facilities, some destinations may remain inaccessible to those without access to a car. Not encouraging mode transfer to cycling could see an increase in pollution and poor air quality, with damaging effects on buildings and monuments. This would therefore have a long-term negative impact on cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Improved cycling facilities would be a valuable resource for the people of Aberdeen, with a long-term positive impact on material assets.	+	Not improving cycling facilities could deprive the people of Aberdeen of what could be a significant material asset. It may also lead to the further deterioration of our road assets through increased usage by motorised vehicles.	-
Policy 7: Bus - To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability, cost and convenience benefits to make people choose it over the car.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**

Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting a modal shift towards public transport will have positive impacts as it could reduce the need to construct new infrastructure and also reduce the intensity of use of the transport network, causing less harm to biodiversity.	++	Not supporting a modal shift to public transport could lead to more congestion and unreliable journey times leading to a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting a modal shift towards public transport will have a positive impact on air quality as this could lead to a mode shift away from the private car meaning less polluting vehicles on the road. Given the national commitment to green buses and the growing number of hydrogen and EV buses in Aberdeen, this would help too.	++	Not supporting a modal shift to public transport is likely to negatively impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Supporting a modal shift towards public transport will have a positive impact on climate as this could lead to a mode shift away from the private car meaning less polluting vehicles on the road. Given the national commitment to green buses and the growing number of hydrogen and EV buses in Aberdeen, this would help too.	++	Not supporting a modal shift to public transport is likely to negatively impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting a shift to cleaner, more sustainable forms of transport could have a positive impact on soil quality if less land is needed for road building to accommodate the growth in the private car	+	Not supporting a modal shift to public transport could have a negative impact on soil quality if it leads to a greater demand for more road based infrastructure.	-

Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is unlikely to impact upon water.	0	This is unlikely to impact upon water	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A modal shift towards public transport could have a slight positive impact on landscape as it would reduce the impact of the private car on the landscape.	+	This is unlikely to impact upon the landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting mode shift to public transport and away from the private car will have a positive impact on the population as it will benefit a larger number of the population than just car drivers by offering them better access to a better quality public transport system, allowing them to be more mobile. It will also allow those who cannot drive or use active travel a way to get around. This is of increasing importance as the population continues to age.	++	Not supporting a mode shift towards public transport could lead to an increase in the use of the private car leading to more congestion and poorer air quality..	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Promoting a shift to cleaner, more sustainable forms of transport from the private car will have a positive impact on human health as this will improve congestion and lead to better air quality. As people would have to walk to the nearest boarding point this would also help to keep people fitter, so further benefitting human health.	++	Not supporting a modal shift to public transport could lead to more congestion and poorer air quality due to an increase in the use of the private car.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting a shift to bus could improve access to cultural heritage facilities for those without access to a car or who are unable to drive, so helping to tackle social exclusion.	+	Not supporting a shift to cleaner, more sustainable forms of transport could increase social exclusion for those without access to a car or unable to drive..	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Increasing material assets for cleaner, more sustainable forms than car, such as bus, and potentially cleaner forms of transport (zero emission bus) will have a positive impact.	+	Not supporting a shift to cleaner, more sustainable forms of transport could lead to more infrastructure being required for less sustainable forms of transport.	-
Policy 8: Aberdeen Rapid Transit - To work with partners including NESTRANS, Transport Scotland and the North East Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**

Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting a modal shift towards Aberdeen Rapid Transit will have positive impacts as it could reduce the need to construct new infrastructure in the longer terms and also reduce the intensity of use of the transport network, causing less harm to biodiversity. However, it may lead to some land take initially to create the facilities required to support it	0	Not supporting a modal shift to Aberdeen Rapid Transit could lead to more congestion and unreliable journey times leading to a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting a modal shift Aberdeen Rapid Transit will have a positive impact on air quality as this could lead to a mode shift away from the private car meaning less polluting vehicles on the road. Given that it is likely to be a zero emission solution, this would help too.	++	Not supporting a modal shift to Aberdeen Rapid Transit is likely to negatively impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Supporting a modal shift towards Aberdeen Rapid Transit will have a positive impact on climate as this could lead to a mode shift away from the private car meaning less polluting vehicles on the road. Given that it is likely to be a zero emission solution, this would help too.	++	Not supporting a modal shift Aberdeen Rapid Transit is likely to negatively impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting a shift to cleaner, more sustainable forms of transport could have a positive impact on soil quality if less land is needed for road building to accommodate the growth in the private car. However, there may be some effect in soil to create the supporting infrastructure needed for Aberdeen Rapid Transit	0	Not supporting a modal shift to public transport could have a negative impact on soil quality if it leads to a greater demand for more road based infrastructure.	-

Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	There might be some disbenefit to water as a result of construction of the construction of the supporting infrastructure	-	This is unlikely to impact upon water	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A modal shift towards Aberdeen Rapid transit could have a slight positive impact on landscape as it would reduce the impact of the private car on the landscape.	+	This is unlikely to impact upon the landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting mode shift to Aberdeen Rapid Transit and away from the private car will have a positive impact on the population as it will benefit a larger number of the population than just car drivers by offering them better access to a better quality public transport system, allowing them to be more mobile. It will also allow those who cannot drive or use active travel a way to get around. This is of increasing importance as the population continues to age.	++	Not supporting a mode shift towards public transport could lead to an increase in the use of the private car leading to more congestion and poorer air quality.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Promoting a shift to cleaner, more sustainable forms of transport from the private car will have a positive impact on human health. As people would have to walk to the nearest boarding point this would also help to keep people fitter, while the zero emission nature of Aberdeen Rapid Transit will help stop people breathing in poor air. Furthermore, a public transport based system helps make people more mobile and less socially isolated which can be good for mental health.	++	If this project was not supported then this could lead to more congestion and poorer air quality due to an increase in the use of the private car.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting a shift to Aberdeen Rapid Transit could improve access to cultural heritage facilities for those without access to a car or who are unable to drive, so helping to tackle social exclusion.	+	Not supporting a shift to cleaner, more sustainable forms of transport could increase social exclusion for those without access to a car or unable to drive..	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Increasing material assets for cleaner, more sustainable forms than car, such as Aberdeen Rapid Transit, and potentially cleaner forms of transport (zero emission bus) will have a positive impact.	+	Not supporting a shift to cleaner, more sustainable forms of transport could lead to more infrastructure being required for less sustainable forms of transport.	-

Policy 9: Park and Ride – Work with partners to ensure that park and ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC?	Supporting a shift from pure private car towards park and ride will have positive impacts on biodiversity by encouraging people on to a choice of modes which emits less per person than private car and are unlikely to necessitate large scale road building which could lead to loss of biodiversity	++	Not supporting a shift to park and ride could lead to more congestion and unreliable journey times leading to a negative impact on biodiversity.	-

	To maintain biodiversity, avoiding irreversible losses.	Have any adverse impacts on any nationally or locally designated site?				
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting a shift from pure private car towards park and ride will have a positive impact on air quality as this could lead to less congestion and lets people choose from a range of zero or lower emission ways to make an onwards journey. Given the commitments to cleaning up the bus fleet nationally, even the bus option is likely to be low or zero emission	++	Not supporting a shift to park and ride is likely to negatively impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Supporting a shift from pure private car towards park and ride will have a positive impact on climatic factors as this could lead to less congestion and lets people choose from a range of zero or lower emission ways to make an onwards journey. Given the commitments to cleaning up the bus fleet nationally, even the bus option is likely to be low or zero emission	++	Not supporting a shift to park and ride is likely to negatively impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting a shift from pure private car towards park and ride will have positive impacts on soil by encouraging people on to a choice of modes which emits less per person than private car and are unlikely to necessitate large scale road building which could lead to loss of biodiversity	+	Not supporting a shift to park and ride could have a negative impact on soil quality if it leads to a greater demand for more road based infrastructure.	-

Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Increased mode share for active travel through park and ride could lead to a corresponding decline in mode share for motorised road transport. Reduced demand for motorised road transport would reduce the need for new traffic infrastructure, such as roads and bridges, the construction of which could have negative impacts on water, resulting in contamination and pollution. The LTS therefore could have a long-term positive impact on water. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Not supporting a shift to park and ride could have a negative impact on water	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A shift towards park and ride could have a slight positive impact on landscape as it would reduce the impact of the private car and congestion on the landscape.	+	Not supporting a shift to park and ride could have a negative impact on water	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting a shift to park and rider and away from the purely private car journeys will have a positive impact on the population as it will help to reduce congestion, provide them with a greater ranger of ways to make their onward journey and lead to an improvement in air quality. Reducing private cars on the road will also allow a more reliable journey time for goods delivery.	++	Not supporting a shift to park and ride could have a negative impact on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Promoting a shift to cleaner, more sustainable forms of transport from the private car will have a positive impact on human health as this will improve congestion and lead to better air quality. As people would have to walk to the nearest boarding point for public transport or could choose to make their onward journey by active travel, this would also help to keep people fitter and more mentally healthy, so further benefitting human health. Furthermore giving people an alternative to having to drive into the city and park, which can be stressful, can be beneficial to mental health.	++	Not supporting a shift to park and ride could have a negative impact on human health	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A shift towards park and ride could have a positive impact on cultural heritage as it would reduce the impact of the private car and congestion on cultural heritage and help those who are unable to drive have access to it, so helping to tackle social exclusion.	+	Not supporting a shift to park and ride could have a negative impact on cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Increasing material assets for cleaner, more sustainable forms of transport will have a positive impact.	+	Not supporting a shift to cleaner, more sustainable forms of transport could lead to more infrastructure being required for less sustainable forms of transport.	-

Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting the expansion of rail services could have a positive impact on biodiversity by reducing the reliance on the private car and so reducing the demand for more road based infrastructure and the subsequent environmental impact of it. There may be a small disbenefit to biodiversity if new stations and supporting infrastructure have to be built but this can be mitigated by new biodiversity interventions and will bring longer term benefit	++/-	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Working to support the expansion of rail services and the introduction of new and cleaner technology will have a positive impact on air quality as will shifting people from private cars to a more sustainable form of transport and enabling their journeys to and from the station by sustainable and active travel.	++	Failing to support the expansion of rail services, access to stations by sustainable and active travel and the use of new and cleaner technology would have a negative impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Working to support the expansion of rail services and the introduction of new and cleaner technology will have a positive impact on climatic factors as will shifting people from private cars to a more sustainable form of transport and enabling their journeys to and from the station by sustainable and active travel.	++	Failing to support the expansion of rail services, access to stations by sustainable and active travel and the use of new and cleaner technology would have a negative impact on climatic factors	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting the expansion of rail services could have a positive impact on soil by reducing the reliance on the private car and so reducing the demand for more road based infrastructure and the subsequent environmental impact of it. There may be a small disbenefit to soil if new stations and supporting infrastructure have to be built but this can be mitigated by new biodiversity interventions and will bring longer term benefit	++/-	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	There may be some benefit to water in the longer term as encouraging people towards rail is likely to lead to less need for larger scale road constriction schemes. However, there may be some disbenefit if new construction of stations and supporting infrastructure has to be undertaken, although this could be mitigated by building in features to reduce the impact	+/-	The impact of not having an LTS with this policy is likely to be neutral.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	There are unlikely to be significant impacts on the landscape. In fact, switching people from private car to train is likely to cause less congestion and lead to less cars impacting upon the landscape	+	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting the expansion of rail services could make it easier for people to get around and also, with improvements to station access, support this further by enabling greater use of active and sustainable transport. It could also improve opportunities for goods to be delivered by rail as well as causing less congestion on road so that goods on road get an easier passage and more reliable journey time.	++	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on the population	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Supporting the expansion of rail services could improve human health by giving people more access to transport services and tackling social isolation. By improving access to stations by sustainable and active modes this could help both physical and mental health. Reducing the need for people to drive in to the city centre, get stuck in congestion and have to find a parking space, and the associated stress that goes with it, can also be beneficial to mental health.	++	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on human health both physically and mentally.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A shift towards rail could have a positive impact on cultural heritage as it would reduce the impact of the private car and congestion on cultural heritage and help those who are unable to drive have access to it, so helping to tackle social exclusion.	+	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on human health both physically and mentally.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	The expansion of rail services will contribute to the development of a fit for purpose transport system for the good of all the people of Aberdeen.	+	Not supporting the expansion of rail services could lead to increased demand for road based infrastructure, leading to a negative impact on material assets	-

Policy 11: Community and Demand Responsive Transport - To continue to work with Partners to deliver Demand Responsive Transport in Aberdeen for the benefit of the public						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting Community and Demand Responsive transport, and using it to reduce the demand for car journeys, will have positive impacts on biodiversity by reducing the environmental impact (emissions and congestion) on flora and fauna. Reducing demand for private car transport will also reduce the need to construct more new infrastructure which could be damaging to biodiversity.	++	Not supporting Community and Demand Responsive transport could lead to more congestion and unreliable journey times leading to a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting Community and Demand responsive transport will have a positive impact on air quality as this could lead to a mode shift away from the private car and could result in less congestion and emissions.	++	Not supporting Community and Demand Responsive transport is likely to negatively impact on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Community and Demand responsive transport could have a positive impact on climatic factors if this was to lead to a mode shift away from the private car and could result in less congestion and emissions.	++	Not supporting Community and Demand Responsive transport is likely to negatively impact on climatic factors.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting Community and Demand Responsive transport, and using it to reduce the demand for car journeys, will have positive impacts on soil by reducing the environmental impact (emissions and congestion) on it. Reducing demand for private car transport will also reduce the need to construct more new infrastructure which could be damaging to soil.	+	Not supporting Community and Demand Responsive transport could have a negative impact on soil quality	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Reducing demand for private car transport will also reduce the need to construct more new infrastructure which could be damaging to water and could lead to more run-off	+	Not supporting Community and Demand Responsive transport could have a negative impact on water quality	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Supporting Community and Demand Responsive transport could have a slight positive impact on landscape as it would reduce the impact of the private car on the landscape and reduce the need for more land to be given over to future transport network expansion.	+	Not supporting Community and Demand Responsive transport could have a negative impact on landscape quality	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting a shift to Community and Demand Responsive transport and away from the private car will have a positive impact on the population as it will help to reduce congestion and lead to an improvement in air quality. It will also improve social inclusion by opening up opportunities to access goods, services and people for those without access to a car or who cannot drive. Reduced congestion can also help make journey times quicker and more reliable for goods	++	Not supporting Community and Demand Responsive transport could have a negative impact on the population	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Supporting a shift to Community and Demand Responsive transport will have a positive impact on human health as this will improve congestion and lead to better air quality. It will also help with mental health, reducing social isolation and saving people from the stresses of driving into the city, associated congestion and the need to find a parking space	++	Not supporting a shift to Community and Demand Responsive transport could lead to more congestion and poorer air quality due to an increase in the use of the private car. Also poorer mental health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting a shift to Community and Demand Responsive transport could improve access to cultural heritage facilities for those without access to a car or who are unable to drive, so helping to tackle social exclusion. Making people less car dependent can also protect cultural heritage from the issues associated with lots of us of private cars such as congestion and pollution	+	Not supporting Community and Demand Responsive transport could have a negative impact on cultural heritage	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to make better and more efficient use of material assets	+	Not supporting Community and Demand Responsive transport could have a negative impact on material assets.	0

Policy 12: Coaches - To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is unlikely to impact upon biodiversity as coaches will likely be accommodated by the existing road network	0	This is unlikely to impact upon biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Promoting coaches could have a positive impact on air quality as this is a more sustainable form of transport than the private car, and it could encourage the use of active travel, for linked journeys by coach passengers, so reducing congestion.	+	Not supporting coaches could lead to a greater reliance on the use of the private car, leading to more congestion and poorer air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Promoting coaches could have a positive impact on air quality as this is a more sustainable form of transport than the private car, and it could encourage the use of active travel, for linked journeys by coach passengers, so reducing congestion.	+	Not supporting coaches could lead to a greater reliance on the use of the private car, leading to more congestion and more pollution.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is unlikely to impact upon soil.	0	This is unlikely to impact upon soil.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is unlikely to impact upon water.	0	This is unlikely to impact upon water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is unlikely to impact upon landscape.	0	This is unlikely to impact upon landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Promoting coaches will open up more opportunities for those without access to a car or unable to drive thus increasing social inclusion.	+	Not supporting coaches could lead to a greater reliance on the use of the private car, leading to more congestion and poorer air quality This could also have a negative impact on social inclusion.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Promoting coaches will have a positive impact on social inclusion and could lead to an increase in active travel as people are less car dependent when making onward journeys. It could also lead to improved air quality and less congestion as it provides an alternative to car.	+	Not tourist coaches could lead to a greater reliance on the private car, increasing congestion and having a negative impact on air quality. It could also have a detrimental effect on social inclusion	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting coaches could have a positive impact on cultural heritage by improving access for those unable to drive, so increasing social inclusion.	+	Not supporting coaches could have a detrimental impact on social inclusion	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is unlikely to impact upon material assets.	0	This is unlikely to impact upon material assets.	0

Policy 13: Taxis and private hire vehicles - To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is unlikely to impact upon biodiversity.	0	This is unlikely to impact upon biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Promoting taxis and private hire vehicles could have a positive impact on air quality as this is a more sustainable form of transport than the private car.	+	Not supporting taxis could lead to a greater reliance on the use of the private car, leading to more congestion and poorer air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Promoting taxis and private hire vehicles could have a positive impact on climatic factors as this is a more sustainable form of transport than the private car.	+	Not supporting taxis could lead to a greater reliance on the use of the private car, leading to more congestion and a detrimental impact upon climatic factors	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is unlikely to impact upon soil.	0	This is unlikely to impact upon soil.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is unlikely to impact upon water	0	This is unlikely to impact upon water	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is unlikely to impact upon landscape	0	This is unlikely to impact upon landscape	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Promoting taxis and private hire vehicles will open up more opportunities for those without access to a car or unable to drive thus increasing social inclusion.	+	Not supporting taxis and private hire vehicles could lead to a greater reliance on the use of the private car, leading to more congestion and poorer air quality This could also have a negative impact on social inclusion.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Promoting taxis and private hire coaches will have a positive impact on social inclusion and could lead to an increase in active travel. It could also lead to improved air quality and less congestion.	+	Not promoting taxis and private hire vehicles could lead to a greater reliance on the private car, increasing congestion and having a negative impact on air quality.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Promoting taxis and private hire vehicles could have a positive impact on cultural heritage by improving access for those unable to drive, so increasing social inclusion.	+	Not supporting taxis and private hire vehicles could lead to a greater reliance on the use of the private car.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is unlikely to impact upon material assets.	0	This is unlikely to impact upon material assets.	0

Policy 14: Car Sharing - Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This could have a small positive impact on biodiversity by reducing pollution, which could damage it and by reducing the need for large infrastructure improvements which could take land away.	+	This is likely to have a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Car sharing can reduce congestion and help to improve air quality by reducing the number of vehicles on the road.	+	Not promoting car sharing could lead to an increase in private car use, emissions and congestion.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Car sharing can reduce congestion and help to improve climatic factors by reducing the number of vehicles on the road.	+	Not promoting car sharing could lead to an increase in private car use, emissions and congestion.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This could have a small positive impact on soil by reducing pollution, which could damage it and by reducing the need for large infrastructure improvements which could take land away.	+	This is likely to have a negative impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This could have a small positive impact on water by reducing pollution, which could damage it and by reducing the need for large infrastructure improvements which could cause pollution.	+	This is likely to have a negative impact on water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This could have a small positive impact on landscape by reducing pollution, which could damage it and by reducing the need for large infrastructure improvements which could impact upon it. It would also reduce the number of cars on the road which would impact upon its setting.	+	This is likely to have a negative impact on landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This would open up work, education and leisure opportunities for those without access to a car or unable to drive, so increasing social inclusion. It would also reduce congestion, helping to make for an easier and more reliable journey for goods and services.	+	This could increase social exclusion by further increasing the reliance on the private car, so excluding many vulnerable groups from work, education and leisure opportunities. It could also led to congestion.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Car sharing can have a positive impact on human health by reducing congestion and improving air quality. Social inclusion can also improve as well as mental health as more vulnerable groups of people will be able to more easily interact with others.	+	There could be negative impacts if a greater reliance on the private car leads to greater congestion and poorer air quality. Social exclusion could also occur, with consequential impacts on mental health of vulnerable groups.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Car sharing could help provide those who cannot drive or do not have access to a car with better access to cultural heritage. Furthermore, less cars means less visual and environmental impact on cultural heritage.	+	This is likely to have a negative impact on cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to make more efficient use of the transport network.	+	This is likely to have a negative impact on material assets.	-

Policy 15: Car Clubs – Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is likely to have a positive impact on biodiversity. A car club car can replace up to 17 private cars so it means less land has to be given over to parking, both in existing and new developments.	+	This is likely to have a negative impact upon biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Car clubs reduce the number of vehicles on the road and tend to use low emission vehicles, both of which have the ability to reduce emissions from transport, which is good for air quality.	+	Not promoting car clubs could lead to an increase in private car use and emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Car clubs reduce the number of vehicles on the road and tend to use low emission vehicles, both of which have the ability to reduce emissions from transport, which is good for the climate.	+	Not promoting car clubs could lead to an increase in private car use and emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result on the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to have a positive impact on biodiversity. A car club car can replace up to 17 private cars so it means less land has to be given over to parking, both in existing and new developments.	+	This is likely to have a negative impact upon soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to have a positive impact on water. A car club car can replace up to 17 private cars so it means less land has to be given over to parking, both in existing and new developments, meaning less sealed surfaces and greater ability to accommodate rainfall.	+	This is likely to have a negative impact upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is likely to impact positively upon landscape by requiring less space to be given over to cars and the reduction in the visual impact of parked cars.	+	This is likely to have a negative impact upon landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This would open up work, education and leisure opportunities for those without access to a car. It also reduces the burden and expense of car ownership for people, giving them access to a car without needing to own one. By reducing the number of cars on the road, and parked cars, this helps with the movement of goods too.	++	This is likely to have a negative impact upon population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Car clubs can have a positive impact on human health by reducing congestion and improving air quality. Car club users are also more likely to use active travel, without the temptation of a private car at their front door. Furthermore, car clubs can give people who do not own cars access to opportunities and reduce social exclusion.	++	This is likely to have a negative impact upon human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is likely to impact positively upon cultural heritage by requiring less space to be given over to cars and the reduction in the visual impact of parked cars. Membership of a car club can also help people who do not own a car to access cultural heritage.	++	This is likely to have a negative impact upon cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This is likely to make more efficient use of the transport network.	+	This is likely to have a negative impact upon material assets.	0

Policy 16: Powered Two wheelers - To improve conditions for motorcyclists on Aberdeen's roads, particularly in terms of rider safety and encourage a shift to low carbon vehicles.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy is not anticipated to impact on biodiversity.	0	There are no impacts on biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Should conditions for motorcyclists improve, motorcycling's mode share could increase at the expense of the private car. This could have air quality disbenefits as motorcycles can release more oxides of nitrogen than cars. However, this can be partly mitigated by the LTS support for low and zero emission motorcycles.	+/-	No overall positive or negative impact on air quality if no LTS in place.	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Should conditions for motorcyclists improve, motorcycling's mode share could increase at the expense of the private car. This would have benefits through a reduction in carbon dioxide emissions. This is preferable to the alternative scenario which may lead to an increase in climate-changing emissions. The LTS also contains support for low and zero emission motorcycles.	+	If conditions for motorcyclists do not improve, motorcycling's mode share may fall. If trips are transferred to the car instead, this could result in an increase in climate-changing emissions with long- term negative impacts.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This policy is not anticipated to impact on soil.	0	There are no impacts on biodiversity.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This policy is not anticipated to impact on water.	0	This does not impact on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This policy is not anticipated to impact on the landscape.	0	This does not impact on the landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improved conditions for powered two wheelers could make this a more attractive mode, encouraging a transfer from the private car. This could have the effect of reducing congestion and improving journey time reliability, allowing the more efficient movement of people and goods. Enabling motorcycling could also contribute towards social inclusion, providing an alternative transport mode for those without access to a car, thus improving accessibility to key services. This will therefore have a long-term positive impact on the population. This is preferable to the alternative scenario which may lead to an increase in congestion and social exclusion.	+	Failing to improve conditions for powered two wheelers could make such modes more unattractive. If trips are transferred to the car instead, congestion and journey time unreliability could increase. This could also contribute towards social exclusion by making unattractive a transport option that could benefit those without access to or unable to afford a private car, thus preventing people accessing key destinations and services. This would have a long-term negative impact on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Neutral overall. Safer conditions for motorcyclists will reduce casualties and fatalities resulting from road accidents and collisions. Mode transfer from car to motorcycle could, however, increase emissions that are harmful to human health. However, this could be mitigated by support for lower emission motorcycle technologies. The objective will therefore have a mixed impact on health. Any review into allowing motorcycles into bus lanes would have to consider the safety implications for pedal cyclists who are also permitted to use these lanes. Overall, though, this is preferable to the alternative scenario where motorcycling becomes increasingly unsafe.	+/-	Not improving safety for motorcyclists could see an increase in accidents and injuries involving these vulnerable road users, potentially resulting in more fatalities. This obviously has a strong negative impact on health. .	--
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This objective could bring a small positive impact to Cultural Heritage by providing an alternative transport mode, for those without access to a car, to experience it.	+	Not having an LTS and this topic area could impact negatively on Cultural Heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Safer conditions for motorcyclists and encouraging a shift to them from cars could help make more efficient use of the transport network.	+	Not having this plan could impact negatively on material assets.	-

Policy 17: Zero emission vehicles - In line with National Targets, to lead by example in Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	A greater switch to zero-emission vehicles would reduce the use of petrol and diesel vehicles which can have negative impacts on biodiversity through the release of pollutants.	++	Not encouraging usage of zero-emission vehicles means the use of conventional vehicles continues which can have negative impacts on biodiversity through the release of pollutants.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	A greater switch from petrol and diesel powered vehicles to low-emission vehicles will have long-term positive impacts on air quality by reducing the volume of emissions from transport which contributes to poor air quality. Although there will still be particulates emitted from tyres and brake components, the overall impact on low air quality by switching to low emission vehicles will be positive. This is preferable to the alternative scenario where air quality will continue to worsen.	+	Not encouraging usage of low-emission vehicles will mean that emissions continue to increase and transport's impact on air quality will remain negative in the long-term.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	A greater switch from petrol and diesel to zero-emission vehicles has long-term positive impacts on the climate by reducing the volume of climate-changing emissions and pollution released by transport. This is preferable to the alternative scenario where emissions will continue to grow. An increase in the number of EVs could lead to a larger electrical requirement which could increase emissions depending on how it is generated and distributed.	++/-	Not encouraging usage of zero-emission vehicles will mean that emissions continue to increase and transport's impact on climate change will remain negative in the long-term.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements arising from this objective can reduce the impacts of air pollution on soil. This is preferable to the alternative scenario where impacts continue to be negative.	+	Continuing poor air quality will result in air pollution with long-term negative impacts on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	No impacts on water are anticipated.	0	This does not impact upon water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	No impacts on landscape are anticipated.	0	This does not impact upon the landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	There is a small positive impact to population. If a switch from petrol and diesel to zero emission vehicles means cleaner air, it could help to ensure that those with breathing issues are more able to get out and about and less likely to suffer social exclusion.	+	Not having this policy may impact upon social inclusion.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A greater usage of zero-emission vehicles will have long-term positive impacts on health by reducing the volume of harmful emissions and pollution released by transport. This is preferable to the alternative scenario where the negative impacts of car usage on health remain. It will also reduce the noise from the transport network as low emission vehicles are usually much quieter than fossil fuelled alternatives. However, the quietness can also pose a small issue for those who are blind and cannot always hear them coming.	+	Not encouraging usage of zero emission vehicles means that usage of conventional vehicles will continue, potentially resulting in an increase in harmful emissions, with a long-term negative impact on health. Although their reduced noise can bring disbenefit to those who are blind, it can also benefit those who are made unwell by noise from the transport network.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A greater usage of zero-emission vehicles will have long-term positive impacts on cultural heritage by reducing the volume of harmful emissions and pollution released by transport which can cause damage to, and discolouration of, buildings and monuments. The reduced noise from low emission vehicles compared with fossil fuelled ones will also help with this. This is preferable to the alternative scenario where transport's impact on cultural heritage continue to be negative.	++	Not facilitating usage of zero emission vehicles means that usage of conventional vehicles will continue, potentially resulting in an increase in air pollution, with a long-term negative impact on buildings and monuments..	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links?	Zero emissions vehicles promote the sustainable use of resources and lead to environmental improvements with long-term benefits for our material assets through more efficient use. However, there may be an impact on demand for materials needed to make batteries for EVs and also resources needed to produce and distribute the power to refuel them.	++/-	This is likely to have a minor impact on material assets.	-

	Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights	Destroy or sever any core path or right of way?				

Policy 18: Parking - To develop a parking regime for Aberdeen that supports the principle of the City Centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy could have a positive impact on biodiversity. If less space is needed for planning then more space can potentially be given over to flora and fauna. Furthermore, more efficient use of parking should mean less emissions, positively benefitting flora and fauna. There may be some negative impacts should new facilities need to be constructed to enable interchange or encourage longer stay parking out with the city centre but the positive benefit is likely to be higher.	+/-	Not having an LTS and this policy could have a small negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Encouraging short trips within the City Centre (an AQMA) to transfer to alternative modes will have long-term benefits for air quality through reducing traffic and congestion, while encouraging people to park on the outskirts for longer stay and take another way in should lead to less traffic in the City Centre and areas with air quality issues.	++	Not having an LTS and policy could have a negative impact on air quality.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Encouraging short trips within the City Centre (an AQMA) to transfer to alternative modes will have long- term benefits for climatic factors through reducing traffic and congestion, while encouraging people to park on the outskirts for longer stay and take another way in should lead to less traffic in the city and emissions.	++	Not having an LTS and this policy could have a negative impact on air climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This policy could have a positive impact on soil. If less space is needed for planning then more space can potentially be given over to flora and fauna. Furthermore, more efficient use of parking should mean less emissions, positively benefitting soil. There may be some negative impacts should new facilities need to be constructed to enable interchange or encourage longer stay parking out with the city centre but the positive benefit is likely to be higher.	+/-	Not having an LTS and this policy could have a small negative impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This policy could have a positive impact on water If less space is needed for planning then this could mean less sealed surfaces, meaning surfaces are more able to absorb water. Also, potentially more paces can be given over to facilities to collect and filter water. Furthermore, more efficient use of parking should mean less emissions, positively benefitting water. There may be some negative impacts should new facilities need to be constructed to enable interchange or encourage longer stay parking out with the city centre but the positive benefit is likely to be higher.	+/-	Not having an LTS and this policy could have a negative impact on water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the city?	This policy could have a positive impact on landscape if it leads to less cars having to be parked and less space having to be given over to parking. However, there may be some negative impact on the landscape if more parking is created on the outskirts to facilitate this and to create supporting infrastructure. However, this is judged to be less negative than the benefits.	+/-	Parking detracts from the landscape setting in some areas of the City.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Prioritising the available parking spaces for short stay retail, leisure and business trips will have a long-term positive impact on the economy as such trips are most likely to have economic benefits, particularly in terms of maintaining the retail viability of the City Centre and neighbourhood centres. Efforts to take into account the needs of the mobility impaired and disabled and to ensure blue badge parking spaces are being used responsibly will promote social inclusion by ensuring key destinations and services are accessible to the disabled travelling by car. This is preferable to existing parking policies which often encourage driving and hence contribute to congestion. It will still ensure that the population are able to have access to facilities too and, with less traffic on the roads, means a smoother passage for freight.	++	Current parking availability and pricing often make driving a more attractive mode of transport than other options, with long-term negative impacts on the population through contributing to congestion and unreliable journey times. Abuse of the blue badge parking scheme limits the number of parking spaces available to those with a genuine need, contributing to social exclusion.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Encouraging short trips in the City Centre to be undertaken by active travel and giving people more options to do this from parking facilities at the edges of the city, will increase levels of physical activity, reduce pollution and improve air quality, with long-term positive impacts on health. An adequate supply of short-stay parking spaces near healthcare facilities will improve access to such facilities, especially for those finding it difficult to walk, cycle or use public transport. This is preferable to existing parking policies which often discourage active travel. More space for people and less for vehicles is also beneficial to mental health as is a parking system which discourages people from driving in the city centre.	++	Current parking availability and pricing often make driving an attractive mode of transport than active modes, such as walking and cycling, with long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Minimising the negative impacts of parking on streetscape will have long-term positive benefits for cultural heritage, especially in conservation areas and areas of historical/cultural interest. An adequate supply of appropriate parking in the vicinity of such sites will improve access to them. This is preferable to the alternative scenario where no effort is made to address parking's impacts on cultural heritage.	+	An abundance of vehicles and parked cars in and around important sites can have negative impacts on the setting of such sites.	-

Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	An improved car parking regime will improve conditions for all, providing an adequate supply of parking spaces for those with most need, and allowing available spaces and the transport network more widely to be used efficiently and economically.	+	Car parking spaces are not always used to their best advantage, with a negative impact on material assets.	-

Policy 19: Demand Management - In addition to parking and traffic management, investigate, in partnership with Aberdeen City Council and NESTRANS, the implications of introducing other demand management methods to Aberdeen

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Reducing the demand for transport could have a positive impact on biodiversity by reducing the need for more road based infrastructure and any subsequent pollution that arises from it.	++	Not managing demand could lead to more reliance on the private car, thus increasing congestion and lowering air quality.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Reducing the demand for transport could have a positive impact on air quality by reducing the need for more road based infrastructure and any subsequent pollution that arises from it.	++	Not managing demand could lead to more reliance on the private car, thus increasing congestion and lowering air quality.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Reducing the demand for transport could have a positive impact on air quality by reducing the need for more road based infrastructure and the subsequent emissions that arise from it.	++	Not managing demand could lead to more reliance on the private car, thus increasing congestion and lowering air quality.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Reducing the demand for travel could have a positive impact on soil as land is not taken up by more roads based infrastructure and any subsequent pollution that arises from it..	+	Not managing demand could lead to more reliance on the private car, thus increasing the demand for land for road based infrastructure.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Less demand for road space means less space paved over meaning more ability of the land to absorb water, less effect on water courses from pollution and more opportunities to catch, store and filter rainwater.	+	Not managing demand could lead to more reliance on the private car, thus increasing the demand for land for road based infrastructure and impacts on land take, the ability of the land to absorb and store water and water based pollution.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Demand management measures could lead to less new infrastructure being required, so enhancing the landscape.	+	A lack of demand management measures could lead to more new infrastructure being created, which would have a negative impact on the landscape.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Reducing demand could lead to an uptake in active travel and more sustainable forms of travel. Congestion could also be reduced, leading to more reliable journey times, especially for freight. Reducing demand for private road based transport could also make other forms of transport, including active travel and public transport, more attractive. Given these tend to be accessible by a larger number of users than private cars, this could bring benefits to mental health through social inclusion.	++	If demand is not reduced, then this could lead to more congestion and a further reliance on the private car, thus increasing the unreliability of journey times. It could also impact negatively on social inclusion.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Reducing demand could lead to an uptake in active travel and more sustainable forms of travel. Congestion could also be reduced, leading to more reliable journey times. Reducing demand for private road based transport could also make other forms of transport, including active travel and public transport, more attractive. Given these tend to be accessible by a larger number of users than private cars, this could bring benefits to mental health through social inclusion.	++	If demand is not reduced, then this could lead to more congestion and a further reliance on the private car, thus increasing the unreliability of journey times. It could also impact negatively upon mental health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Managing demand could have a positive impact on cultural heritage by lessening the impact of pollution on historic buildings and the visual impact of traffic. Furthermore, reducing demand for private road based transport could also make other forms of transport, including active travel and public transport, more attractive. Given these tend to be accessible by a larger number of users than private cars, this could help make cultural heritage more accessible.	++	Increasing demand could have a negative impact on cultural heritage due to increasing levels of pollution, visual impact of traffic and accessibility.	-

Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access Opportunities and rights	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Managing demand will have a positive impact on material assets by causing less strain on existing assets.	+	Increasing demand will put more strain on existing assets.	-
Policy 20: Road Improvements - In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on biodiversity, it will have to mitigate its impact by incorporating biodiversity into the design, Long-term it may lead to less emissions from transport, which can positively impact biodiversity too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on air quality through construction, long-term it may lead to less emissions from transport, which can positively impact air quality too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on climatic factors through construction, it will have to mitigate its impact by incorporating climate into the design, Long-term it may lead to less emissions from transport, which can positively impact air quality too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on soil, it will have to mitigate its impact by incorporating soil into the design, Long-term it may lead to less emissions from transport, which can positively impact soil too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on water, due to reducing the ability of the soil to absorb water, added runoff and potential environmental impacts during construction, it will have to mitigate its impact by incorporating water treatment into the design, Long-term it may lead to less emissions from transport, which can positively impact water pollution too.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on landscape, especially during construction, it will have to mitigate its impact in the design,	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	There is likely to be a positive impact here. It still allows for the creation of new infrastructure to assist the movement of people and goods but it ensures that this is done in a way which ensures that infrastructure is used more efficiently meaning people will get better value from the transport network. It also encourages provision for a range of modes, designing for the most sustainable first, which tend to be the modes that are most accessible to the largest number of people, so benefitting social inclusion.	+	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new, leading to greater disruption and more favouring of private road transport, which does not benefit all.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Making better use of existing infrastructure and making sure, where new infrastructure is built, it builds in sustainable transport provision, ensures that more people have access to active travel and feel safer and happier using it, bringing both physical and mental health benefits.	+	Without the LTS there is likely to be less emphasis on making better use of existing capacity or building in sustainable transport provision, leading to greater disruption and more favouring of private road transport, which is less beneficial to health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is likely to be a neutral effect overall. Although new infrastructure could lead to a negative effect on cultural heritage especially during construction, it will have to mitigate its impact in the design. Incorporating sustainable transport into the design should also help to make it accessible to more people.	+/-	Without the LTS there is likely to be less emphasis on making better use of existing capacity before building new.	-

Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	New and improved roads add to our material assets, with long-term positive impacts.	+	Failing to improve the road network could lead to the long-term deterioration of our material assets.	-
Policy 21: Trunk Road Network - Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Supporting improvements to the Trunk Road network is likely to have a neutral effect on biodiversity. Improving the network could lead to less congestion and improved journey times, leading to less pollution. However, this could also lead to land take for new infrastructure which could have a negative impact. Designs should also incorporate biodiversity into them.	+/-	Not supporting improvements is likely to lead to increased congestion and more pollution, resulting in a negative impact on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Supporting improvements to the Trunk Road network is likely to have a positive effect on air quality. Improving the network could lead to less congestion and improved journey times, leading to less pollution. There may be a small negative impact during construction but the positive impacts are likely to outweigh this.	++/-	Not supporting improvements is likely to lead to increased congestion and more pollution, resulting in a negative impact on air quality.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised form of transport? Reduce congestion? Result in the development of peat rich soils?	Supporting improvements to the Trunk Road network is likely to have a positive effect on climatic factors. Improving the network could lead to less congestion and improved journey times, leading to less pollution. There may be a small negative impact during construction but the positive impacts are likely to outweigh this.	+	Not supporting improvements is likely to lead to increased congestion and more pollution, resulting in a negative impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting improvements to the Trunk Road network is likely to have a neutral effect on soil. Improving the network could lead to less congestion and improved journey times, leading to less pollution. However, this could also lead to land take for new infrastructure which could have a negative impact. Designs should also incorporate soil into them.	+/-	If the Trunk Road Network is not improved, this could lead to increased congestion and pollution.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Supporting improvements to the Trunk Road network is likely to have a neutral effect on water. Improving the network could lead to less congestion and improved journey times, leading to less pollution. However, this could also lead to land take for new infrastructure which could have a negative impact on water, both during construction and from runoff. However, designs should also incorporate water treatment into them.	+/-	If the Trunk Road Network is not improved, this could lead to increased congestion and pollution.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Supporting improvements to the Trunk Road network is likely to have a neutral effect on landscape. While it could have visual impact, especially during construction, designs should be able to mitigate this.	0	Not having an LTS is unlikely to change this.	0

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improving the Trunk Road Network could lead to less congestion and improved and more reliable journey times for people and goods. This could open up more opportunities for travel by more sustainable modes.	+	Not improving the Trunk Road Network could lead to more congestion and worsening pollution levels.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improving the Trunk Road Network could lead to less congestion and improved and more reliable journey times. Less congestion could also lead to better air quality, which would have a positive impact on human health.	+	Not improving the Trunk Road Network could lead to more congestion and worsening pollution levels. This could lead to poorer air quality which could have a detrimental impact on human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Supporting improvements to the Trunk Road network is likely to have a neutral effect on landscape. While it could have visual impact, especially during construction, designs should be able to mitigate this while it should make cultural heritage more accessible for more people.	+/-	Not having an LTS is unlikely to change this	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links?	Improving the Trunk Road network will help to alleviate the stress on existing assets .	+	More stress would be placed on existing assets which are likely to deteriorate at a faster rate.	-

	Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Destroy or sever any core path or right of way?				

Policy 22: AWPR – To continue to "lock in" the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the City Centre to function as a destination rather than a through route.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Measures to improve conditions for sustainable transport modes following implementation of the AWPR could have long-terms positive impacts on biodiversity by reducing noise and pollution, as well as run-off from roads, all of which can impact upon biodiversity in terms of species and habitat damage and disruption. This is preferable to the alternative scenario where conditions continue to worsen.	+	Failing to improve conditions for sustainable transport modes following implementation of the AWPR could have long-terms negative impacts on biodiversity. Without such measures, traffic is likely to increase, thus increasing noise and pollution, as well as run-off from roads, all of which can impact upon biodiversity in terms of species and habitat damage and disruption.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Measures to improve conditions for sustainable transport modes following implementation of the AWPR could have long-term positive impacts on air quality by encouraging and facilitating the use of cleaner modes of transport. This is preferable to the alternative scenario where conditions continue to worsen.	+	Failing to improve conditions for sustainable transport modes following implementation of the AWPR could have long-term negative impacts on air quality by encouraging car traffic at the expense of sustainable modes, thus increasing emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Measures to improve conditions for sustainable transport modes following implementation of the AWPR could have long-terms positive impacts on the climate by encouraging and facilitating the use of cleaner modes of transport. This is preferable to the alternative scenario where conditions continue to worsen.	+	Failing to improve conditions for sustainable transport modes following implementation of the AWPR could have long-term negative impacts by encouraging car traffic at the expense of sustainable modes, thus increasing emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements have the potential to positively impact on soil. This is preferable to the alternative scenario where air quality is anticipated to worsen.	+	Failing to improve conditions for sustainable transport modes lead to an increase in road traffic thus a worsening of air quality, which could have a long term negative impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Measures to improve conditions for sustainable transport modes following implementation of the AWPR are unlikely to impact on water.	0	This is unlikely to impact on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Measures to encourage more walking and cycling in the City Centre and a reduction in car usage could have long-term benefits for the landscape setting of the City Centre. This is preferable to the alternative scenario where transport's impact on the landscape is anticipated to worsen.	+	Failing to improve conditions for sustainable transport could see an increase in road traffic and congestion, with negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Prioritisation and promotion of active travel in the City Centre will reduce congestion, allow the more efficient movement of freight and contribute towards social inclusion by improving accessibility to key services and destinations by these inexpensive modes. A long-term positive impact on the population will therefore result. This is preferable to the alternative scenario where congestion and social exclusion remain problems.	+	Failing to improve conditions for sustainable transport could see an increased in car travel and hence congestion. It will likely be the case that certain areas/destinations remain inaccessible to those without access to car thus contributing to social exclusion. This will have long-term negative impacts on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Prioritisation and promotion of active travel in the City Centre will have long-term positive impacts on health by encouraging use of active travel modes and reducing pollution, emissions, noise and vibration associated with motor traffic. Promoting the modes which also allow more people access to transport will also have a positive impact on mental health by enabling greater social inclusion. This is preferable to the alternative scenario which fails to provide any health benefits.	+	Failing to improve conditions for sustainable transport could discourage healthy and active travel with long-term negative impacts on health. This may lead to an increase in car travel, and a corresponding increase in noise, emission and pollution. It may also lead to greater social isolation.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Prioritisation and promotion of active travel in the City Centre will have long-term positive impacts by improving accessibility by these modes to areas of cultural and historical interest and reducing noise and vibrations around sensitive sites as well as the visual impact of traffic. This is preferable to the alternative scenario which provides no benefits.	+	Failing to improve conditions for sustainable transport could see certain areas remaining inaccessible for those without access to a car and see them affected by the visual impact of traffic and pollution.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Implementing this will make better use of material asset and help them to be accessible by more people.	++	Failing to improve sustainable transport infrastructure will limit the assets available to the people of Aberdeen and will lead to the erosion of our existing asserts through overuse.	-

Policy 23: Shipping and Ferry Services To work with partners to ensure that Aberdeen's harbours remain world class, able to grow their National and International trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy is likely to be neutral. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this is likely to benefit all users, not just road, and to have to mitigate the impact of its construction.	+/-	Not having this policy is unlikely to impact on biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This policy is likely to be slightly positive. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this is likely to benefit all users, not just road and also lead to the more efficient access to the harbours, meaning less congestion and subsequent air pollution.	++/-	Not having this policy is likely to impact negatively on air.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	This policy is likely to be slightly positive. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this is likely to benefit all users, not just road and also lead to the more efficient access to the harbours, meaning less congestion and subsequent emissions.	++/-	Not having this policy is likely to impact negatively on climatic factors	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This policy is likely to be neutral. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this is likely to benefit all users, not just road, and to have to mitigate the impact of its construction.	+/-	Not having this policy is unlikely to impact on soil.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This policy is likely to be neutral. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this will have to mitigate the impact of its construction.	+/-	Not having this policy is unlikely to impact on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This policy is likely to be neutral. Although it could see construction of enhanced infrastructure to link the harbours to the strategic transport network, this will have to mitigate the impact of its construction.	+/-	Not having this policy is unlikely to impact on water.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This policy is likely to benefit the population both for the movement of people and goods, not only by ensuring that the harbours continue to attract business and maintain ferry links, but also in their better linkage to the strategic transport network.	++	Not having this policy could undermine the success of the harbours and their connections.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Any new connections to the harbour will incorporate active travel which is good for health. Furthermore, the ability to use ferry services and have greater access to places and better opportunities through the transport network can be beneficial to both mental and physical health.	++	Failing to improve access to the harbour for all modes of transport could see less opportunities for people to get there and also less opportunities for them to access other destinations.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The harbour is part of the city's cultural heritage so maintaining it, and access to it, are very important. Likewise, the ability to go onward to other cultural heritage destinations via the harbour and for people to access Aberdeen's cultural heritage via the harbour are important too.	++	There are likely to be negative cultural heritage impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Any improvements to the harbour, as supported by Aberdeen City Council, could help to enhance and maintain this material asset, with a long-term positive impact.	+	Failing to support harbour improvements could result in the deterioration of this material asset.	-
Policy 24: Air services - To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.						

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Improving the airport, including surface access may have a negative impact upon biodiversity. However, any improvements would have to mitigate their impact upon biodiversity, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on biodiversity.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improving the airport, including surface access may have a negative impact upon air quality. However, any improvements would have to mitigate their impact, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on air	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Improving the airport, including surface access may have a negative impact upon climatic factors. However, any improvements would have to mitigate their impact, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on climatic factors	0

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Improving the airport, including surface access may have a negative impact upon soil. However, any improvements would have to mitigate their impact upon soil, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on soil.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Improving the airport, including surface access may have a negative impact upon water. However, any improvements would have to mitigate their impact upon water, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Improving the airport, including surface access may have a negative impact upon landscape. However, any improvements would have to mitigate their impact upon water, while surface access improvements would be by all modes with active and sustainable considered first. so this would likely be a neutral effect.	+/-	Not supporting improvements is unlikely to impact overall on landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Supporting improvement of the airport and access to it will be of benefit to the population who can access it more easily by a greater range of modes and can access onward destinations more easily too. This is beneficial both for people and freight.	+	Not supporting improvements is likely to negatively impact overall on population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improving access to the airport and its facilities would positively impact physical and mental health by encouraging a greater number of people to access the airport by a greater ranger of modes, including active and then onwards to destinations.	+	Not supporting improvements is likely to negatively impact overall on human health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	The airport is part of the city's cultural heritage so maintaining it, and access to it, are very important. Likewise, the ability to go onward to other cultural heritage destinations via the harbour and for people to access Aberdeen's cultural heritage via the airport is important too.	+	There are likely to be negative cultural heritage impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Any improvements to the airport, as supported by Aberdeen City Council, could help to enhance and maintain this material asset, with a long-term positive impact.	+	Failing to support airport improvements could result in the deterioration of this material asset.	-

Policy 25: Freight - To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	The transfer of freight from road to sea or rail could have benefits for some land-based species through reduced road traffic but negative impacts on water based species and habitats, especially around the Port, through an increase in shipping. It may lead to enhanced infrastructure being constructed too which may have a short term negative effect on biodiversity but would be expected to mitigate its effects and may also lead to a reduction in queuing and subsequent pollution from journeys. On balance, the effect is probably neutral.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on biodiversity continue to worsen, with long-term negative impacts.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	A reduction in road freight and also infrastructure improvements to relieve pinch points, could have a long-term positive impact on air quality through reducing the volume of high-emitting HGVs on our roads. An increase in shipping, however, could have long-term negative impacts on air quality, as port traffic is known to be a significant contributor to poor air quality in the City Centre (currently an AQMA) through emissions from ships themselves and via traffic accessing the port. On balance, the effect is probably neutral.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on air quality continue to worsen, with long-term negative impacts.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	A reduction in road freight and also infrastructure improvements to relieve pinch points, could have a long-term positive impact on climatic factors through reducing the volume of high-emitting HGVs on our roads. An increase in shipping, however, could have long-term negative impacts on emissions, as port traffic is known to be a significant contributor to poor air quality in the City Centre (currently an AQMA) through emissions from ships themselves and via traffic accessing the port. On balance, the effect is probably neutral.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on the climate continue to worsen, with long-term negative impacts.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	The transfer of freight from road to sea or rail could have benefits for soil through reduced road traffic or emissions but negative impacts should it lead to more land take for infrastructure creation. However, it would be expected to mitigate its effects and may also lead to a reduction in queuing and subsequent pollution from journeys. On balance, the effect is probably neutral.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on air quality continue to worsen, with long-term negative impacts on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	An increase in shipping could have a long-term negative impact on water quality through an increase in sea pollution resulting from a growth in seagoing vessels and, if it leads to creation of new infrastructure to support this. A corresponding decrease in HGV traffic could have positive impacts on the freshwater environment by reducing road runoff while new on land infrastructure would be required to mitigate water impacts. This objective will therefore have a mixed impact, overall neutral, on water.	+/-	Not encouraging the transfer of freight from road to rail and sea would see road transport's impacts on water continue to worsen (through an increase in run-off to water from road transport activities), with long-term negative impacts on water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A reduction in the number of HGVs on our roads could have a long-term positive impact on the landscape. This is preferable to the alternative scenario where conditions continue to worsen. On-land infrastructure improvements could try to mitigate their impact, which should lead to a neutral impact. On balance, it is probably neutral overall.	+	Not encouraging the transfer of freight from road to rail and sea will likely result in an increase in road freight vehicles, with long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	An increase in the volume of freight moved by rail and sea could reduce congestion and enable the more efficient movement of freight as could general improvements to ensure the efficient movement. This is preferable to the alternative scenario where congestion is likely to worsen.	++	Not encouraging the transfer of freight from road to rail and sea will likely result in an increase in road freight vehicles, with a corresponding increase in congestion. Journey times will remain variable. There will therefore be long-term negative impacts on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A reduction in road freight would reduce the volume of HGVs on our roads, resulting in fewer harmful emissions and reducing the likelihood of accidents involving large vehicles of this nature. This in turn would make active travel more attractive to people. An increase in shipping, however, could have long-term negative impacts on air quality, as port traffic is known to be a significant contributor to poor air quality in the City Centre (currently an AQMA) through emissions from ships themselves and via traffic accessing the port. The impact on human health is therefore mixed.	+/-	Not encouraging the transfer of freight from road to rail and sea will likely result in an increase in road freight vehicles. As well as causing an increase in emissions, this will result in a less safe travelling environment, especially for pedestrians and cyclists.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	A reduction in HGVs around historic/cultural sites and conservation areas could improve the setting of such sites and reduce damage resulting from pollution and emissions. This is preferable to the alternative scenario where conditions continue to worsen.	+	Not encouraging the transfer of freight from road to rail and sea will likely result in an increase in road freight vehicles, therefore negatively impacting on the setting of such historic sites and increasing pollution around such sites which can be damaging to buildings and monuments.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Objectives and actions will contribute to the development of a clean environment and the sustainable use of resources including the transport network.	+	An increase in road freight vehicles could see contribute towards the long-term deterioration of our roads.	-

Policy 26: Travel awareness and information – With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Greater use of sustainable modes of transport and encouraging people to use it, will have a long-term positive impact on biodiversity by reducing the effects of car usage (such as noise, vibration and pollution) which can damage and/or disrupt vulnerable habitats and species. This is preferable to the alternative scenario where negative impacts remain.	++	Not promoting sustainable transport will mean that the negative impacts of car usage on biodiversity (such as noise, vibration and pollution) remain and potentially worsen.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Greater use of sustainable modes of transport, and encouraging people to use them, will have a long-term positive impact by reducing the effects of car usage on air quality. This is preferable to the alternative scenario where negative impacts remain.	++	Not promoting sustainable transport will mean that the negative impacts of car usage on air quality (through harmful emissions) remain and potentially worsen.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Greater use of sustainable modes of transport, and encouraging people to use them, will have a long-term positive impact by reducing the impacts of transport on climate change, by reducing pollutions and emissions. This is preferable to the alternative scenario where negative impacts remain.	++	Not promoting sustainable transport will mean that the negative impacts of car usage (in terms of emissions) remain and potentially worsen.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements arising from this objective will have a positive impact on soil resulting from less air pollution. This is preferable to the alternative scenario where negative impacts remain.	+	Air pollution resulting from traffic growth can negatively impact upon soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Air quality improvements arising from this objective will have a positive impact on water resulting from less air pollution. This is preferable to the alternative scenario where negative impacts remain.	+	Air pollution resulting from traffic growth can negatively impact upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A decline in car usage could have long-term positive impacts on the landscape by reducing visual intrusion resulting from road traffic and congestion. This is preferable to the alternative scenario where negative impacts remain or worsen.	+	Failing to promote sustainable transport could see an increase in motorised traffic, with long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A decline in private car usage and greater use of sustainable modes will reduce congestion, allow the more efficient movement of freight and allow for greater journey time reliability. Making the public more aware of the transport options available to them can promote social inclusion and improve accessibility, as lack of knowledge of options is a significant barrier to accessibility. The objectives and actions therefore have a long-term positive impact on the population. This is preferable to the alternative scenario which is likely to result in increased congestion.	+	Not promoting and encouraging sustainable modes of transport could see an increase in private car traffic, resulting in increased congestion and unreliable journey times for people and goods, with long-term negative impacts.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Encouraging active travel will have a long-term positive impact upon human health by promoting more physically active lifestyles. A reduction in car usage will lead to a decline in emissions of harmful pollutants which can contribute to a number of respiratory conditions and reduce life expectancy, and reduce the likelihood of accidents and casualties on our roads whilst making active travel more attractive to use. Making people aware of the variety of transport options available to them can also increase their ability to access healthcare facilities and areas of open space, particularly those unable to access a private car. This is preferable to the alternative scenario where the impact on health is likely to be negative. Letting people know what transport choices are available to them can also help to make them more mobile, which is beneficial to mental health.	++	Not promoting and encouraging active modes of transport could result in fewer people walking and cycling. Car travel may also increase, thus increasing the release of harmful emissions. This will have long-term negative impacts on health.	--
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	An increase in sustainable transport and a decline in car usage can have long-term positive impacts on cultural heritage, through reducing the impact of traffic on historical and cultural buildings and sites in terms of their setting (less traffic can improve visual amenity) and preservation (as pollution is known to have a damaging effects on buildings). Improving awareness of the variety of non-car modes of transport can also improve the accessibility of cultural and historical sites by such modes. This is preferable to the alternative scenario where traffic and pollution are likely to worsen.	+	Failing to promote sustainable transport will lead to an increase in car travel. As well as cars detracting from the setting of historic sites, pollution from cars can have a damaging effect on buildings and monuments, with long-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Encouraging sustainable transport behaviours promotes effective use of our existing infrastructure and assets and the sustainable use of resources, and contributes to the development of a safe and clean environment.	+	Not promoting sustainable transport modes encourages the inefficient use of our transport infrastructure and contributes to the long-term decline in the quality of our material assets.	-

Policy 27: Land use planning - To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Encouraging sustainable travel to new developments will have long-term positive impacts on biodiversity through reducing land take for transport, reducing pollution and minimising disruption to habitats and species resulting from transport. It should also ensure that biodiversity is designed into new schemes. Ensuring synchronicity between Transport and Land Use strategies should ensure biodiversity needs play a more prominent role in decision-making than they do at present. This is preferable to the alternative scenario where biodiversity is not offered protection from transport development.	++	Not encouraging and facilitating sustainable travel to new developments could see increased land take from transport and increased pollution hence disruption to habitats and species, with long-term negative impacts.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Land use planning can bring long-term positive effects to air quality. It encourages developments to be planned in such a way that the need to travel is reduced and encourages travel by the most sustainable modes by prioritising access to these in the design. Ensuring synchronicity between Transport and Land Use strategies should ensure air quality needs play a more prominent role in decision-making than it does at present. This is preferable to the alternative scenario where air quality is not considered in the development process and conditions worsen.	++	Not encouraging and facilitating sustainable travel to new developments could see a worsening of air quality as car travel becomes the main mode of transport to such sites, with long-term negative impacts.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Land use planning can bring long-term positive effects. It encourages developments to be planned in such a way that the need to travel is reduced and encourages travel by the most sustainable modes by prioritising access to these in the design. Ensuring synchronicity between Transport and Land Use strategies should ensure climactic factors play a more prominent role in decision-making than it does at present. This is preferable to the alternative scenario where climatic factors are not considered in the development process and conditions worsen.	++	Not encouraging and facilitating sustainable travel to new developments could contribute to climate change as car travel becomes the main mode of transport to such sites, with long-term negative impacts.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Supporting development which reduces the need to travel and makes access easier by the most sustainable modes can impact positively on soil by minimising the amount of land and soil take. A support for developing brownfield sites can further assist with this.	+	Any deterioration in air quality can have knock-on negative impacts on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Supporting development layouts which reduce the need to travel and build in the right infrastructure from the off should ensure that the amount of sealed surface for transport is taken and that drainage, water capture and treatment are all properly considered.	+	Without this, developments may not be planned to reduce the amount of land needed for transport.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Supporting development layouts which reduce the need to travel and build in the right infrastructure from the start, prioritising the most sustainable movement first, should ensure that the amount of landscape impacted upon by transport and its location are properly considered.	+	Failure to cater for sustainable travel in the development process could see an increased requirement for new roads and bridges to accompany new development with long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Land use planning can bring long-term positive effects to the population. It encourages developments to be planned in such a way that the need to travel is reduced and encourages travel by the most sustainable modes by prioritising access to these in the design. This means that access to, from and around such developments is possible by a range of modes, thus making travel available to a large proportion of the population. This is preferable to the alternative scenario which caters largely for car drivers. It also means that the movement of goods is easier as there is less congestion.	+	Failure to properly consider transport in the land use planning process can result in developments that are centred around the car and are difficult to access by other modes. This can have a long-term negative impact on the population, especially non-car drivers.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Land use planning can bring long-term positive effects to health. It encourages developments to be planned in such a way that travel by the most sustainable modes is the easiest, bringing benefits to air quality, noise and encouraging people to stay active. Such ease of access also helps to reduce stress for users which is good for mental health as is easy access to facilities. Ensuring synchronicity between Transport and Land Use strategies should ensure health impacts play a more prominent role in decision-making than they do at present. This is preferable to the alternative scenario which caters largely for car drivers.	++	Failure to properly consider transport in the land use planning process can result in developments that are centred around the car and are difficult to access by other modes. This can result in the increase of harmful emissions and reduce the likelihood of people walking and cycling, with long-term negative impacts on health.	--
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Supporting development layouts which reduce the need to travel and build in the right infrastructure from the off, prioritising the most sustainable movement first, should ensure that the amount of cultural heritage impacted upon by transport and its location are properly considered while good access by a range of modes helps people to better access cultural heritage.	+	Failure to properly consider this could adversely impact upon cultural heritage and access to it.	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Land use planning can bring long term positive benefits to material assets. It encourages such assets to be planned in the most effective way to give the largest benefit to the and helps ensure that facilities are planned in a joined up and easily accessible way.	+	Failure to consider transport and land use planning in tandem can result in the development of sub-standard assets.	-

Policy 28: Travel Plans - To ensure that the transport impact of existing and new developments in Aberdeen are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Travel planning brings long term positive impacts to biodiversity by discouraging trips by the private car. This can reduce the size of car parks required for new developments and improve air quality, both of which are beneficial for flora and fauna. This is preferable to the alternative scenario which could see a worsening of conditions for biodiversity.	+	Not engaging with travel planning could result in an increase in travel by private car, with negative impacts on biodiversity from land take (for car parking and other infrastructure) and increased pollution.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Travel planning brings long term benefits to air quality by encouraging travel by the most sustainable means and discouraging car trips, hence reducing emissions. This is preferable to the alternative scenario which could see a worsening of air quality.	++	Not engaging with travel planning could result in an increase in travel by private car, with negative impacts on air quality from increasing emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Travel planning brings long term benefits to climatic factors by encouraging travel by the most sustainable means and discouraging car trips, thus reducing emissions of greenhouse gases. This is preferable to the alternative scenario which could see a worsening of conditions.	++	Not engaging with travel planning could result in an increase in travel by private car, with negative impacts arising from increasing emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Travel planning has long term positive effects on soil. It aims to minimise the impact that a development has on its surroundings by discouraging trips by the private car, therefore can reduce the size of car parks required for new developments thus reducing land take. Any air quality benefits arising from this objective will also benefit soil by reducing air pollution. This is preferable to the alternative scenario which could see a worsening of conditions.	+	Not engaging with travel planning could have long-term negative impacts on soil arising from increased land take for transport to accompany new development. Air quality disbenefits may also negatively impact on soil as a result of increased air pollution.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Travel planning can have a positive impact upon water by reducing the amount of pollution from transport that could impact upon it but also in reducing the amount of land that has to be taken for transport and the subsequent impact upon water.	+	This would have a negative impact upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Travel planning has long term positive effects on the landscape. It aims to minimise the impact that a development has on its surroundings by discouraging trips by the private car. Therefore it can help reduce the amount of land given over to transport, such as car parks. This is preferable to the alternative scenario which could see a worsening of conditions.	+	Not engaging with travel planning could necessitate additional construction to accompany new development (in the form of roads and car parks), the presence of which could have long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Travel Planning brings long term positive benefits to the population. By encouraging travel by the most sustainable modes, it can reduce congestion and improve journey time reliability. By raising awareness of and facilitating travel by non-car modes, it can promote social inclusion, ensuring sites are accessible by a variety of modes of transport. This is preferable to the alternative scenario which could see a worsening of congestion and social inclusion.	++	Not engaging with travel planning can result in an increasing number of trips being undertaken by private car, thus contributing to congestion and reduced journey time reliability. It can also result in car-dependant developments that are difficult to access by those unable to use a private car. There could therefore be long-term negative impacts on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Travel Planning has long-term positive impacts on health. It encourages travel by the most sustainable modes so helps reduce emissions and encourages people to engage with active travel, bringing positive benefits to both physical and mental health . This is preferable to the alternative scenario which could see a worsening of conditions with regards to health.	++	Not engaging with travel planning can result in an increasing number of trips being undertaken by private car at the expense of healthy modes of transport such as walking and cycling. As well as encouraging sedentary behaviour, increased car traffic can result in an increase of emissions that are damaging to human health. This therefore has long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Travel planning can have minor positive impacts on cultural heritage by reducing air pollution from road traffic that can be damaging to buildings and monuments. It also reduces the visual impact of traffic on it. This is preferable to the alternative scenario where poor air quality continues to have negative impacts. Helping people access a greater range of modes can also help them better access cultural heritage.	+	Failure to engage with travel planning can bring minor long-term negative impacts on cultural heritage, resulting in continued damage to buildings caused by air pollution resulting from road traffic.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Travel planning can bring long term benefits to material assets, by encouraging responsible use of the transport network.	+	Failure to engage with travel planning can result in the long-term misuse or overuse of our material assets, particularly roads, thus reducing their lifespan.	-

	Protect and enhance outdoor access opportunities and rights.					

Policy 29: City Centre and Beach - Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is likely to positively impact upon flora and fauna. Not only is more flora and fauna likely to be considered into the designs to make them more attractive for people to want to live in, visit and spend time in but the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of land take needed for transport and also the pollution from the transport network to the benefit of flora and fauna.	++	Without the LTS and this policy, the impact to biodiversity would be negative.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This is likely to positively impact upon air quality. A more attractive place for people to want to live in, visit and spend time in will be designed to reduce negative impacts of air quality while the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of pollution from the transport network.	++	Failing to address the City Centre and Beach environment and movement in and between them could result in a worsening of air quality if the impact of the private car is not addressed and emissions continue to increase.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion	This is likely to positively impact upon climatic factors. A more attractive place for people to want to live in, visit and spend time in will be designed to reduce negative impacts of emissions while the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of emissions from the transport network.	++	Failing to address the City Centre and Beach environment and movement in and between them could result in a worsening of emissions if the impact of the private car is not addressed and emissions continue to increase.	-

		Result in the development of peat rich soils?				
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to positively impact upon soil. Not only is more soil likely to be considered into the designs to make them more attractive for people to want to live in, visit and spend time in but the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of land take needed for transport and also the pollution from the transport network to the benefit of soil.	++	Without the LTS and policy, the impact to soil would be negative.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to positively impact upon water. Not only is movement, catching and filtering of water likely to be considered into the designs to make them more attractive for people to want to live in, visit and spend time in but the emphasis on sustainable transport links between both the city centre and the beach should reduce the amount of land take needed for transport and also the pollution from the transport network to the benefit of water.	+	Without the LTS and this policy, the impact to soil would be negative.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Public realm improvements would have a long-term positive impact on the City Centre and beach landscape through the creation of a more attractive environment where traffic has less of an effect on the landscape This is preferable to the alternative scenario where conditions are anticipated to stay the same or even worsen.	++	Failing to address the public realm could have long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their	A more attractive City Centre, Beach and links between them could promote economic growth by encouraging more retail and leisure activity. Improving access to, from in and between the City Centre and Beach will have long-term benefits for all members of society, especially those discouraged from using the areas at present because of accessibility problems. Increasing the accessibility of employment, retail and leisure opportunities in the City Centre will contribute towards social inclusion. Encouraging more movement by sustainable transport should reduce congestion and This is preferable to the alternative scenario where conditions are anticipated to worsen.	++	Failing to implement public realm improvements is likely to see a further decline in retail and leisure activity in the City Centre and at the beach, with economic implication for both. If improvements are not made to improve the accessibility of these areas, people may be discouraged from travelling there and wanting to be there. There could therefore be long-term negative impacts.	-

		needs?				
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	An improved public realm that looks to minimise the impact of vehicular traffic could encourage more walking and cycling in the City Centre, the Beach and to, from between and within them, with long-term health benefits. Less vehicular traffic in the City Centre will also reduce levels of harmful emissions and pollution, decrease noise from transport sources and reduce the likelihood of transport-related accidents and casualties. It should also make it easier for people to move around without being private car dependent, bringing benefit to social inclusion. This is much preferable to the alternative scenario which is likely to result in a strong negative impact.	++	A City Centre and Beach with an environment unwelcoming to pedestrians and cyclists will fail to encourage use of these healthy modes of transport. If efforts are not made to reduce traffic in the City Centre, the Beach and between them, the AQMA will remain in place and air quality (and noise) could potentially worsen. Increasing car traffic in these areas could also result in more accidents and injuries experienced by the travelling public. There will therefore be long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	An improved public realm in the City Centre and at the Beach could improve the setting and accessibility of areas and buildings of historic and/or cultural importance, many of which are located in and around the two, with long-term positive impacts on cultural heritage. It would also help to make this cultural heritage more accessible, reduce the impact of pollution upon it and the visual impact of traffic. This is preferable to the alternative scenario where poor conditions could remain or even worsen.	++	Failing to implement public realm improvements could see a decline in the City Centre as an historic place to spend time in. Not implementing accessibility improvements could make certain historical areas/buildings inaccessible to certain groups. This will have a long-term negative impact.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	An improved public realm in the City Centre and at the Beach will contribute to the provision of facilities that meet the needs of the people of Aberdeen and will provide a safer pedestrian and cycle environment. It will also make better use of existing assets. An improved public realm could become a valuable asset for the people of Aberdeen to be proud of.	++	Failing to implement public realm improvements and improve accessibility could contribute towards the long-term decline of our material assets.	-

	outdoor access opportunities and rights.					
Policy 30: Biodiversity and green space - Improve accessibility to open spaces and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy and accompanying actions specifically outline protection and enhancement measures for biodiversity resulting from transport improvements, thus minimising the impact of transport on biodiversity, with a long-term positive impact. This is preferable to the alternative scenario where no policy is in place to address transport's impact on biodiversity.	++	Transport schemes often have long-term negative impacts, disrupting habitats and their species so an LTS is needed to ensure these are properly considered.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improving the accessibility to open spaces and using paths to access them, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on air quality, with a long-term positive impact.	+	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on air quality through increased emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Improving the accessibility to open spaces and using paths to access them, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on climatic factors, with a long-term positive impact.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on climatic factors through increased emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on soil, with a long-term positive impact.	+	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on soil through increased emissions and land take.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on water - less paved spaces required and less runoff and pollution - with a long-term positive impact.	+	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on water through increased emissions, run off and land take.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity, will reduce the negative impacts of transport on landscape - less visual disruption from transport network and users - with a long-term positive impact.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on landscape through visual disruption and land take.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity gives Increased opportunities for walking and cycling can improve accessibility to key destinations and thus promote social inclusion. An increase in walking and cycling can reduce congestion and allow for greater journey time reliability, especially for freight. A long-term positive impact on the population is therefore anticipated. This is preferable to the alternative scenario where the impacts are predicted to be negative.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on population by people struggling to access green space and appreciate it without disruption.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity gives improved opportunities for walking and cycling. Using these modes can bring long-term health benefits in terms of a more active population. This will also improve accessibility to key destinations such as healthcare facilities and areas of open space. Access to greenspace is mentioned as a particular action under the objective. An improved natural environment can also improve mental health by allowing people to use and enjoy the outdoors. This is preferable to the alternative scenario where impacts are likely to be negative.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on human health by people struggling to access green space by active travel and appreciate it without disruption.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity impact positively on cultural heritage by improving access to it for many, reducing the environmental impact upon it by noise and emissions and the visual impact of traffic upon it. This is preferable to the existing scenario where no such policy is in place.	+	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on cultural heritage from visual impact, pollution and impacting upon access by other modes.	-
Material Assets	Promote a safe and clean environment with good quality services. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links?	Improving the accessibility to open spaces and using paths to access them, rather than roads and parking, as well as factoring in mitigation to protect biodiversity will promote an improved natural environment, improved access to the outdoors for pedestrians and cyclists and the sustainable use of our natural resources and existing infrastructure. This is preferable to the existing scenario where no such policy in relation to transport is in place.	++	Not undertaking the associated actions with Biodiversity and Green Space could lead to an increase in traffic, with long-term negative impacts on material assets.	-

		Destroy or sever any core path or right of way?				
Policy 31: Traffic management and road safety - To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This is likely to be positive and negative. On one hand there may be some land take involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on biodiversity through reduced pollution.	+/-	If less people want to use active travel because they do not feel safe, then this could have a negative effect on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Reducing speeds can increase emissions, with long-term negative impacts on air quality. At the same time, reduced speeds can lead to an improved pedestrian and cycling environment which could result in increased usage of these modes over the private car. Creation of a safer transport network should encourage more walking and cycling safety too generally. This would have long-term benefits for air quality. Overall, this is a moderate positive benefit as positive outweighs negative	++/-	Not creating a safer transport network is likely to impact negatively on air.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the gases	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Reducing speeds can increase emissions, with long-term negative impacts on climate. At the same time, reduced speeds can lead to an improved pedestrian and cycling environment which could result in increased usage of these modes over the private car. Creation of a safer transport network should encourage more walking and cycling safety too generally. This would have long-term benefits for climate. Overall, this is a moderate positive benefit as positive outweighs negative	++/-	Not creating a safer transport network is likely to impact negatively on climatic factors.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This is likely to bepositive and negative. On one hand there may be some land take involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on soil through reduced pollution.	+/-	If less people want to use active travel because they do not feel safe, then this could have a negative effect on soil through increased pollution.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is likely to be positive and negative. On one hand there may be some land take and impact upon water involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on water through less runoff and reduced pollution.	+/-	If less people want to use active travel because they do not feel safe, then this could have a negative effect on water through increased pollution.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This is likely to be positive and negative. On one hand there may be some land take and impact upon landscape involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on landscape through less visual intrusion.	+/-	If less people want to use active travel because they do not feel safe and instead larger vehicles, then this could have a negative effect on landscape through visual intrusion.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve	A safe travelling environment would contribute towards social inclusion by enabling certain sectors of the population, who currently perceive the transport environment as unsafe, to travel to key destinations without fear of danger. This is preferable to the alternative scenario which contributes to social exclusion. The safer the transport network, the more efficient the movement of people and goods too.	++	An unsafe travelling environment may lead to social exclusion, with some groups unwilling to travel for fear of injury. This could have long-term negative impacts on the population and the movement of people and goods.	-

		accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?				
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improvements to road safety will have a long-term positive impact on human health by reducing the likelihood of casualties and fatalities arising from road accidents and collisions. Improved conditions for pedestrians and cyclists will encourage greater usage of these healthy modes of transport which encourage physical activity, contributing to healthier lifestyles. Reduced speeds could, however, lead to an increase in emissions which can have long-term negative impacts on human health. It will also impact positively on mental health if people feel safer and are more able to use the transport network. Overall, this is preferable to the alternative scenario which could lead to a very unsafe travelling environment and is on balance positive overall.	++/-	An unsafe travelling environment will increase the likelihood of accident and injuries suffered by the travelling public. People may be less willing to walk or cycle if they perceive these modes as unsafe. There could therefore be long-term negative impacts on health, both mentally and physically.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This is likely to be a small positive. On one hand there may be some land take and impact upon cultural heritage involved to create safer infrastructure but, on the other, should this encourage more efficient use of the transport network, including more active travel use if people feel safer, then this could have a positive effect on cultural heritage through less visual intrusion, less pollution and greater accessibility. Therefore, positive overall.	++/-	If less people want to use active travel because they do not feel safe and instead larger vehicles, then this could have a negative effect on landscape through visual intrusion.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links?	A safer travelling environment will make far better and more efficient use of the transport network.	+	This could lead to our material assets becoming increasingly unsafe to use.	-

	Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Destroy or sever any core path or right of way?				

Policy 32: Enforcement - To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This policy is likely to lead to less people damaging flora and fauna by, for example, parking where they should not. Better enforcement can also lead to less pollution caused by inhibitions to the flow of the transport network which could positively impact upon biodiversity.	+	Not having this policy could impact negatively upon biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improved enforcement of traffic and parking violations will aid the flow of traffic, resulting in fewer emissions arising from congestion. It will also make people feel more confident about using active travel. This will have long-term positive impacts on air quality. This is preferable to the alternative scenario, for which negative impacts are anticipated.	++	Failing to enforce traffic and parking violations could impede the flow of traffic, resulting in increased emissions arising from congestion and less uptake of modes such as those associated with active travel. This could have long-term negative impacts on air quality.	-

Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Improved enforcement of traffic and parking violations will aid the flow of traffic, resulting in fewer emissions arising from congestion. It will also make people feel more confident about using active travel. This will have long-term positive impacts on climate. This is preferable to the alternative scenario, for which negative impacts are anticipated.	++	Failing to enforce traffic and parking violations could impede the flow of traffic, resulting in increased emissions arising from congestion and less uptake of modes such as those associated with active travel. This could have long-term negative impacts on climate.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This policy is likely to lead to less people damaging soil by, for example, parking where they should not. Better enforcement can also lead to less pollution caused by inhibitions to the flow of the transport network which could positively impact upon soil.	+	Not having this policy could impact negatively upon soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This policy is likely to lead to less people damaging water by, for example, parking where they should not. Better enforcement can also lead to less pollution caused by inhibitions to the flow of the transport network which could positively impact upon water. More enforcement also makes active travel more attractive which can lead to less pollution of water courses.	+	Not having this policy could impact negatively upon water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This policy could have a positive effect on landscape by stopping, for example, vehicles parking or being abandoned in places which affect the landscape.	+	Not having this policy could impact negatively upon landscape.	-
Population	To promote economic growth and social inclusion	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight?	Improved enforcement of violations will reduce congestion and improve traffic flow, allowing for greater journey time reliability and the more efficient movement of people and goods. Better enforcement of blue badge	++	Failing to adequately enforce violations could result in congestion and the impeded flow of traffic, preventing the efficient movement of people and goods.	-

		Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	space violations in particular will enable better usage of these spaces by those who really need them, resulting in social inclusion and accessibility benefits for disabled travellers. This policy will therefore have a long-term positive impact on the population. This is preferable to the alternative scenario, for which negative impacts are anticipated.		Failure to adequately enforce blue badge violations could, prevent these spaces being used by most in need, thus contributing to social inclusion. This will therefore have long-term negative impacts on the population.	
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improved enforcement of violations will reduce emissions and pollution resulting from congestion, with long-term positive implications for human health. It will also help to make active travel, often most affected by things like pavement parking and parking on the roadside in restricted areas, more attractive which helps with mental and physical health while it helps to reduce stresses associated with queuing traffic and abandoned vehicles. Further, it will also help those with disabilities to be more able to access it without illegally parked vehicles getting in the way and impeding their access.	+	Failure to enforce violations could result in increases in emissions and pollution resulting from congestion, with long-term negative implications for human health and impede access to things.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This policy would impact positively upon cultural heritage by protecting it from things like poorly parked and abandoned vehicles, allowing people to enjoy it. It will also help those with disabilities to be more able to access it without illegally parked vehicles getting in the way and impeding their access.	+	Failure to enforce could lead to a negative effect on the framing of and access to cultural heritage.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of	This allows our assets to be used in as efficient a manner as possible.	+	This prevents the efficient use of our assets.	-

	Protect and enhance outdoor access opportunities and rights.	way?				
Policy 33: School Travel and Young People - To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Greater use of sustainable modes of transport will have a long-term positive impact on biodiversity by reducing the effects of car usage (such as noise, vibration and pollution) which can damage and/or disrupt vulnerable habitats and species. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Not promoting sustainable transport will mean that the negative impacts of car usage on biodiversity (such as noise, vibration and pollution) remain and potentially worsen.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Greater use of sustainable modes of transport will have a long-term positive impact by reducing the effects of car usage on air quality, namely emissions. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Not promoting sustainable transport will mean that the negative impacts of car usage on air quality (through harmful emissions) remain and potentially worsen.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Greater use of sustainable modes of transport will have a long-term positive impact by reducing the impacts of transport on climate change, by reducing pollutions and emissions. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Not promoting sustainable transport will mean that the negative impacts of car usage (in terms of emissions) remain and potentially worsen.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements arising from this objective will have a positive impact on soil resulting from less air pollution. This is preferable to the alternative scenario where conditions are anticipated to worsen.	+	Air pollution resulting from traffic growth can negatively impact upon soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	The policy is likely to lead to less pollution into the water courses from vehicle emissions.	+	Water quality could be adversely affected without this policy.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	A decline in car usage could have long-term positive impacts on the landscape by reducing visual intrusion resulting from road traffic and congestion. This is preferable to the alternative scenario where impacts are anticipated to worsen.	+	Failing to promote sustainable transport could see an increase in motorised traffic, with long-term negative impacts on the landscape.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	A greater proportion of school run journeys undertaken by active and sustainable modes of transport can relieve pressure on the road network when it is most under strain, reducing congestion and improving journey time reliability. This brings particular benefit to the journeys for goods and services. Measures to improve routes to and from schools, and to provide statutory school bus services, will also improve their accessibility by non-car modes, with a long-term positive impact on the population, particularly those without access to a private car. This is preferable to the alternative scenario where impacts are anticipated to worsen.	+	Not promoting and encouraging sustainable modes of transport could see an increase in private car traffic, resulting in increased congestion and unreliable journey times for people and goods, with long-term negative impacts. Failing to provide school bus services could result in schools becoming inaccessible to some pupils, especially if their households do not have access to a car.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Encouraging more young people to walk and cycle can have significant long-term health benefits by encouraging and promoting healthy lifestyles from a young age and aiding the fight against childhood obesity which can have significant negative health implications as children develop into adults. Fewer cars around schools at peak times also reduce the likelihood of road accidents and casualties and reduce the volume of harmful emissions in the air breathed by children. This is preferable to the alternative scenario where transport's impact on health is anticipated to worsen.	++	Not promoting and encouraging active modes of transport could result in fewer children walking and cycling. Not adopting a healthy lifestyle including regular physical activity while young can lead to significant health problems later in life. Car travel may also increase, thus increasing the release of harmful emissions. An increase in cars around the school gates could lead to an increase in accidents and collisions involving schoolchildren. This will therefore have long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	An increase in sustainable transport and a decline in car usage can have long-term positive impacts on cultural heritage, through reducing the impact of traffic on historical and cultural buildings and sites in terms of their setting (less traffic can improve visual amenity) and preservation (as pollution is known to have a damaging effects on buildings). This is preferable to the alternative scenario where the negative impacts of car use remain.	+	Failing to promote sustainable transport will lead to an increase in car travel. As well as cars detracting from the setting of historic sites, pollution from cars can have a damaging effect on buildings and monuments, with long-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Safe routes to school interventions can involve the improvement or provision of safe pedestrian and cycle links, benefitting all the people of Aberdeen. An increase in walking and cycling promotes the sustainable use of resources and leads to safer and cleaner environment for all. This therefore has a long-term positive impact on material assets.	+	Not promoting sustainable transport modes encourages the inefficient use of our transport infrastructure and contributes to the long-term decline in the quality of our material assets.	-

Policy 34: New Technologies and initiatives - Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0	This has been scored as neutral as, without knowing what the technology is, it cannot be assessed.	0

Policy 35: Intelligent Transport Systems (ITS) - To expand the use of ITS in order to improve the efficiency and understanding of the transport network in the City.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	ITS could have a small positive impact on biodiversity. By helping people use the transport network more efficiently it should lead to less queuing traffic and therefore less pollution which means less harm to flora and fauna	+	There would be a small negative impact on biodiversity without this LTS and policy.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	ITS can have long-term positive impacts on air quality. More efficient traffic flow results in less congestion and emissions from vehicles. Any measures that encourage a switch from car travel to alternative modes will result in improved air quality. This is preferable to the alternative scenario which is predicted to have negative impacts.	+	Not utilising ITS to their full capabilities could reduce the likelihood of people switching from car to an alternative mode, and could cause congestion to exacerbate, which could have long-term negative impacts on air through increased emissions.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	ITS can have long-term positive impacts on the climate. More efficient traffic flow results in less congestion and emissions from road vehicles. Any measures that encourage a switch from car travel to alternative modes will result in less pollution, fewer emissions and a cleaner environment. This is preferable to the alternative scenario which is predicted to have negative impacts.	+	Not utilising ITS to their full capabilities could reduce the likelihood of people switching from car to an alternative mode, and could cause congestion to exacerbate, which could have long-term negative impacts through increased emissions.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Air quality improvements arising from this policy will have a positive impact on soil resulting from less air pollution. This is preferable to the alternative scenario which is predicted to have negative impacts.	+	Any deterioration in air quality attributable to not using ITS could have negative impacts on soil through increased air pollution.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Less pollution from traffic could lead to less pollution to water	+	Any deterioration in air quality attributable to not using ITS could have negative impacts on water through increased air pollution.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	This objective is positive and negative. Although more efficient use of the transport network can lead to less queuing traffic affecting the landscape, the ITS units themselves will have some impact. They will have to be sited sensitively.	+/-	The impact would be neutral	0
Population	To promote economic growth and social inclusion	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Greater use of ITS will reduce congestion and allow greater journey time reliability. This will have long-term positive impacts and is preferable to the alternative scenario where the projected impacts are negative.	+	Failing to utilise and expand ITS will erode any potential congestion and journey time benefits, with negative impacts on the population.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	A more efficient traffic flow results in fewer harmful emissions with long-term health benefits. This is preferable to the alternative scenario where the projected impacts are negative.	+	Failing to utilise and expand ITS will prevent the Council using such technology to combat congestion and encourage transfer of trips to non-car modes. This Could ultimately have long-term negative impacts through encouraging inactivity and increasing the emission of harmful substances.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	This objective is positive and negative. Although more efficient use of the transport network can lead to less queuing traffic affecting the framing of natural heritage and less pollution that can damage it, the ITS units themselves will have some impact. They will have to be sited sensitively.	+/-	The impact would be neutral	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Greater use of ITS will contribute to the development of a fit for purpose transport system that meets the needs of the people of Aberdeen and encourages sustainable lifestyles. This leads to a more efficient use of the material assets that make up the transport network.	++	This will not have a significant impact on material assets.	-
Policy 36: Road, carriageway and footway maintenance - To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance.						

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place as a result of increased noise, vibration and materials on site. Maintenance regimes may also have an affect on biodiversity if they cut back habitats. Therefore, it is important that this action balances maintenance with the need to leave some things wild to protect habiltats. However, there will be a longer term benefit in terms of less queuing traffic, vehicles operating more efficiently and therefore polluting less and affecting flora and fauna less. Therefore this policy is positive and negative	+/-	Failing to adequately maintain infrastructure is likely to have a positive and negative impact overall on biodiversity	+/-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place, resulting from increased emissions from queuing traffic and emissions displaced elsewhere. Ultimately, however, long-term positive impacts should arise with road users able to move through a better maintained network more efficiently, with less pollution from queueing traffic and more people encouraged to walk and cycle on better maintained networks. The effect is positive and negative overall. This is preferable to the alternative scenario as it allows people to continue walking and cycling.	+/-	Failing to adequately maintain our transport infrastructure could lead to inefficient traffic movements and discourage people walking and cycling, which will have long-term negative impacts on air quality (especially if people choose to drive rather than walk or cycle.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place, resulting from increased emissions from queuing traffic and emissions displaced elsewhere. Ultimately, however, long-term positive impacts should arise with road users able to move through a better maintained network more efficiently, with less pollution from queueing traffic and more people encouraged to walk and cycle on better maintained networks. The effect is probably neutral overall. This is preferable to the alternative scenario as it allows people to continue walking and cycling.	+/-	Failing to adequately maintain our transport infrastructure could lead to inefficient traffic movements and discourage people walking and cycling, which will have long-term negative impacts on the climate (especially if people choose to drive rather than walk or cycle)	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place as a result of materials on site. Maintenance regimes may also have an affect on soil if they cut back habitats. Therefore, it is important that this action balances maintenance with the need to leave some things wild to protect soil. However, there will be a longer term benefit in terms of less queuing traffic, vehicles operating more efficiently and therefore polluting less and affecting soil less. Therefore this policy is probably positive and negative.	+/-	Failing to adequately maintain infrastructure is likely to have a negative impact overall on biodiversity.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place as a result of runoff contaminating watercourses. In the long-term, however, improving road conditions could include the upgrade and improvement of surface water drainage systems which could have a positive impact on water quality. The impact is therefore likely to be positive and negative, in preference to the alternative scenario which could have a negative impact.	+/-	Poorly maintained roads may result in run-off contaminating watercourses, with long-term negative impacts.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact while works are taking place, with an increase in materials and equipment on site. Impacts in the long term should be more positive though with well maintained infrastructure complementing the landscape and encouraging active travel, which tends to reduce the number of large vehicles that affect the landscape. This is preferable to the alternative scenario where the landscape is negatively impacted in the long-term. Therefore the effect is positive and negative.	+/-	Poorly maintained infrastructure can lead to an unsightly landscape in the long term.	-
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact, making certain areas difficult to access and increasing congestion. In the long-term positive impacts will result with road users able to move through a better maintained network more efficiently and more people encouraged to walk and cycle on better maintained networks. This is preferable to the alternative scenario which has long-term negative implications. Therefore the effect is positive and negative.	+/-	Failing to adequately maintain our transportation assets will result in long-term problems to the travelling public, making certain areas inaccessible and contributing towards journey time unreliability.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact to human health causing queuing, rising traffic levels in some areas and increases in emissions, noise and vibration while works are ongoing. In the longer term, though, this should bring positive impacts with road users able to move through a better maintained network more efficiently and more people encouraged to walk and cycle on better maintained networks. Better surfaces also reduce noise. In terms of safety, a well maintained network should lead to less accidents and risk of injury too. This is preferable to the alternative scenario where long-term impacts are unambiguously negative. Therefore this factor is positive and negative but slightly more strongly positive.	+/-	Failing to adequately maintain our transportation assets could lead to an increase in accidents and injuries and could discourage walking and cycling, with long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Improving the condition of road, footway and cycle networks may cause a temporary short-term negative impact to cultural heritage, making certain areas difficult to access and impacting on the setting of historic buildings and sites. Maintenance activities may increase vibrations around sites which could be potentially damaging. This should bring long-term positive impacts with road users able to move through a better maintained network more efficiently and should improve the setting of historic buildings and sites with better maintained surroundings and likely less queuing. This is preferable to the alternative scenario where long-term impacts are negative. This scenario is neutral on balance.	+/-	Failing to adequately maintain our transportation assets could lead to an unsightly environment around historic sites or impede access to such sites with long-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This should bring long-term positive impacts with road users able to move through a better maintained network more efficiently and more people encouraged to walk and cycle on better maintained networks. This will be more pronounced in the preferred Strategy scenario as this advocates an increase in current activities, with greater long-term benefits to our material assets.	++	Failing to adequately maintain our transportation assets will lead to their long-term deterioration.	-

Policy 37: Winter Maintenance - To ensure the safe movement of users of Aberdeen's transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Winter maintenance could have a short-term negative impact on biodiversity, with materials running into watercourses and the pushing of snow onto the verges from roads and pavements. However, there is some benefit as this should lead to less accidents which could impact upon flora and fauna. Therefore, it positive and negative.	+/-	This is likely to impact slightly negatively on biodiversity.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Winter maintenance could have a short-term positive impact on air quality. Treated roads, cycleways and footways allow traffic to move freely and allows pedestrian and cycle activities to continue, thus minimising emissions. This is preferable to the alternative scenario where traffic is unable to flow freely.	+	Without maintenance activities, traffic may be prevented from flowing freely, with negative impacts on air quality.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Winter maintenance could have a short-term positive impact effect on climatic factors. Treated roads, cycleways and footways allow traffic to move freely and allows pedestrian and cycle activities to continue, thus minimising emissions. This is preferable to the alternative scenario where traffic is unable to flow freely. It is worth recognising that climate change could lead to less of a requirement for winter maintenance treatment with milder winters. However, it could lead to more washing of salts and chemicals into watercourses.	+/-	Without maintenance activities, traffic may be prevented from flowing freely, with negative impacts.	-

Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Winter maintenance could have a short-term negative effect on soil. Road clearing can lead to banked up snow on the roadside while salt treatment can lead to salty water running into soil. Air quality improvements have the potential to positively impact on soil. Overall, this is preferable to the alternative scenario which has a purely negative impact. The effect is judged to be both negative and positive.	+/-	Negative air quality impacts resulting from non-flowing traffic can negatively impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Winter maintenance could have a short-term negative effect on water. Salt treatment can lead to salty water running into watercourses.	-	Not having this policy is likely to impact positively on water.	+
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Winter maintenance could have a short-term negative effect on the landscape. Road clearing can lead to banked up snow on the roadside while salt treatment can lead to salty, muddy meltwater which is unsightly.	-	Not having this policy is likely to impact positively on landscape.	+
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Winter maintenance has a short term positive effect on the population as it makes it easier for the people and goods to move around, thus maintaining accessibility and preventing certain groups suffering exclusion. This is preferable to the alternative scenario which is likely to have a negative impact.	+	By not undertaking winter maintenance activities, traffic may not be able to flow freely, and people may have less transport options (such as active travel) resulting in congestion and unreliable journey times in wintery conditions. There is also a danger that certain groups are prevented from travelling in such weather, causing them to be excluded. This would therefore have short-term negative impacts.	-

Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Winter maintenance has a short term positive effect on human health, significantly reducing the likelihood of accidents and injuries. This is much preferable to the alternative scenario where the likelihood of accidents will be high. It will also potentially allow people to keep using active travel, even in wintry conditions, which can be good for health too.	++	Failure to undertake winter maintenance will result in an increase in accidents and injuries resulting from snowy and icy conditions, with long-term negative impacts on health.	-
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Winter maintenance has both positive and negative, so neutral overall, short term effects on cultural heritage. Road clearing can lead to banked up snow on the roadside while salt treatment can lead to salty, muddy meltwater which is unsightly. However, access to cultural heritage is maintained.	+/-	By not undertaking winter maintenance activities, access to cultural heritage may be impeded with short-term negative impacts.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	This will allow better use of material assts.	+	This is likely to have a small minor impact on material assets.	-

Policy 38: Structures - To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems. To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact while works are taking place. Works can cause noise and lead to increases in materials and equipment on site. In the longer term, impacts will be positive though with a well maintained structure less likely to impact adversely on biodiversity (less rusty water runoff and likelihood of parts of the structure falling onto the surroundings). Overall, this has both a poisitive and a negative impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Failing to adequately maintain structures could negatively impact on surrounding biodiversity should such structures erode or collapse.	-
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact while works are taking place, in terms of emissions from works traffic, queuing traffic and traffic displaced to inappropriate roads. In the longer term though impacts will be positive with transport network users able to move through a better maintained network more efficiently. Ensuring new bridges can be used by a variety of transport modes may also encourage greater usage of non-car modes with positive impacts on air quality. Overall, this has both a positive and a negative impact but is more positive overall and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Failing to maintain structures and to ensure they are usable by all modes could discourage sustainable transport, with long-term negative impacts on air quality should these journeys be undertaken by car instead.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact while works are taking place, in terms of emissions from works traffic, queuing traffic and traffic displaced to inappropriate roads. In the longer term though impacts will be positive with road users able to move through a better maintained network more efficiently and more people encouraged to walk and cycle on better maintained networks. Ensuring new bridges	+/-	Failing to maintain structures and to ensure they are usable by all modes could discourage sustainable transport, with long-term negative impacts these journeys be undertaken by car instead.	-

		Reduce congestion? Result in the development of peat rich soils?	can be used by a variety of transport modes may also encourage greater usage of non-car modes with positive impacts on emissions. Overall, this has both a positive and a negative impact but is a larger positive impact and is preferable to the alternative scenario which has an unambiguously negative impact. There is also the need to consider climate pressures on infrastructure such as wetter winter weather increased run off/ surface water flooding and subsequent erosion.			
Soil	To reduce contamination, safeguard soil quantity and quality	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	Maintenance may cause a temporary short-term negative impact while works are taking place in terms of pollution and contamination. Rusty water and debris falling from poorly maintained structures would also have an effect on soil so this prevents that. Air quality improvements have the potential to positively impact on soil. Overall, this is judged to have a both a positive and a negative impact but is a higher positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Air quality disbenefits may negatively impact on soil.	-
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Maintenance and construction works may cause a temporary short-term negative impact while works are taking place in terms of pollution and contamination. In the longer term, this should bring more positive impacts with a well maintained structure less likely to impact adversely on water (less rusty water runoff and likelihood of parts of the structure falling onto the surroundings). Overall, this has both positive and negative impacts but a larger positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Poorly maintained structures could have negative impacts on water resulting from rusty water runoff and parts of the structure falling.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact while works are taking place as works can be unsightly and lead to increases in materials and equipment on site. Ensuring new bridges complement their surroundings represents an improvement compared to existing activity and will bring long-term positive impacts while poorly maintained structures can be eyesores, again impacting upon the landscape . Overall, this is judged to have a both a positive and a negative impact but	+/-	Poorly maintained/ruined structures can have long-term negative impacts on the landscape.	-

			has a larger positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.			
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact to the population, making certain areas difficult to access, causing traffic levels to rise in other areas and causing a negative impact to the quality of surfaces. In the long term though, positive impacts should result with road users able to move through a better maintained network more efficiently. Ensuring new bridges can be used by all modes of transport can also reduce congestion by encouraging use of non-car modes. Overall, this has a positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Poorly maintained structures can prevent the efficient movements of people and goods.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short term negative impact on human health from increased emissions, noise and vibration. In the longer term, however, maintenance brings obvious safety benefits (with structures less likely to collapse) and allows for a freer flow of traffic. Ensuring new bridges can be used by all modes of transport could result in more people walking and cycling. Overall, this has both a positive and negative effect but a higher positive impact and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Poorly maintained structures could be very dangerous in the long-term, resulting serious accidents and injuries should they collapse.	-

Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Ensuring that all structures are managed, maintained, safe and fit for purpose may cause a temporary short-term negative impact to cultural heritage, making certain areas difficult to access and impacting on the setting of historic buildings and sites. Maintenance works and any construction may also increase vibration around sensitive with long-term negative impacts on such sites. This should bring long-term positive impacts with road users able to move through a better maintained network more efficiently and should improve the setting of historic buildings and sites with better maintained surroundings. Overall, this has both a positive and a negative impact but a larger positive effect and is preferable to the alternative scenario which has an unambiguously negative impact.	+/-	Poorly maintained structures could lead to certain important sites becoming inaccessible.	-
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way?	Ensuring all structures are safe, secure and well designed will have long-term positive impacts on material assets.	+	Failing to maintain our transportation assets will lead to their deterioration in the long term, rendering them unusable ultimately.	-

Policy 39: Resilience - To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather and other large disruptions

Indicator	Objectives	Will the policy…?	Assessment – Preferred Option (with LTS)	Score	Assessment – Alternative Option (without LTS)	Score
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Cause disturbance or damage to any habitat or species? Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?	A reduction in the likelihood of flooding incidents leads to long-term benefits to biodiversity, offering protection to habitats and species at risk of flooding. This is preferable to the alternative scenario where no such protection is offered. Active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for flora and fauna and also to lead to less land take for transport. Scheduling roadworks and informing people will also allow them to plan for them,	++/	Not having this hipolicy is judged to have a negative impact on biodiversity.	-

			reducing resulting queuing and allow ing people to pick another w ay or mode, meaning less impact on biodiversity from pollution.			
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply w ith air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Ensuring that the transport network is as resilient as possible in the event of flooding brings long-term positive impacts on air quality, resulting in less queuing traffic, more attractive conditions for sustainable transport and less chance of traffic being displaced to cleaner areas. This is preferable to the alternative scenario w here a negative impact is predicted. Active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for air. Scheduling roadw orks and informing people w ill also allow them to plan for them, reducing resulting queuing and allow ing people to pick another w ay or mode, meaning less impact on air from pollution.	++	Not having this policy is judged to have a negative impact on air.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	Ensuring that the transport network is as resilient as possible in the event of flooding and changes in w eather patterns brings long term positive impacts through reduced emissions resulting from less queuing traffic, more attractive conditions for sustainable transport and less chance of traffic being displaced to cleaner areas. This is preferable to the alternative scenario w here a neutral impact is predicted. Active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for air. Scheduling roadw orks and informing people w ill also allow them to plan for them, reducing resulting queuing and allow ing people to pick another w ay or mode, meaning less impact on climatic factors from emissions.	++	Not having this policy is judged to have a negative impact on climatic factors.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the w ater environment?	Ensuring that the transport network is as resilient as possible in the event of flooding could bring short-term negative effects on soil due from construction works. There should be longer-term benefits though offered to soil from flood protection. Overall, this is preferable to the alternative scenario w here a negative impact is predicted. Active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for soil and also to lead to less land take for transport.	++	Not having this policy is judged to have a negative impact on soil.	-

			Therefore, there is a positive impact overall. Scheduling roadworks and informing people will also allow them to plan for them, reducing resulting queuing and allowing people to pick another way or mode, meaning less impact on soil from pollution.			
Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	Ensuring that the transport network is as resilient as possible in the event of flooding could bring short-term negative effects to water during construction activities resulting in run-off to watercourses. However, it could also encourage more flood mitigation measures that better catch and filter water to be built into the transport network. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less pollution for water and also to lead to less land take for transport. Scheduling roadworks and informing people will also allow them to plan for them, reducing resulting queuing and allowing people to pick another way or mode, meaning less impact on water from pollution. Therefore, there is both positive and negative impacts but the positive is larger.	++/-	Not having this policy is judged to have a negative impact on water.	-
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Flood defences can negatively impact upon the landscape setting of the City, but do serve to protect important features from the effects of flooding. This is preferable to the alternative scenario which offers no such protection. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to land take and visual impact on the landscape than larger vehicles. Furthermore, Scheduling roadworks and informing people will also allow them to plan for them, reducing resulting queuing and allowing people to pick another way or mode, meaning less impact on the landscape. Therefore, although there are positive and negative impacts, the positive is larger,	++/-	Not having this policy is judged to have a negative impact on landscape.	-

Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs	Ensuring that the transport network is as resilient as possible in case of flooding from extreme weather conditions could bring long term positive impacts, ensuring extreme weather events cause minimal disruption to travel patterns. This is preferable to the alternative scenario which offers no such protection. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less social isolation, allow people to move around even when external restrictions are in place and ensure that other elements of the transport network are less congested meaning easier movement of people and goods. Scheduling roadworks and informing people also helps reduce the likelihood of queues and disruption, Therefore, this has a positive impact for population.	++	Not having this policy is judged to have a negative impact on population.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities? Improve access to and quality of open space?	Ensuring that the transport network is as resilient as possible in case of flooding from extreme weather conditions could bring long term positive effects as it will lead to fewer accidents, less queuing traffic, more attractive conditions for sustainable transport and less chance of displaced traffic, all of which impacts positively on air quality and personal health. This is preferable to the alternative scenario which offers no such protection. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to less social isolation, allow people to move around even when external restrictions are in place and ensuring people are able to get exercise. Scheduling roadworks and informing people about them and issues also helps to reduce stress and can help encourage people to take a more resilient form of transport for journey times like active travel which can be good for their health. Therefore, there is a positive impact.	++	Not having this policy is judged to have a negative impact on human health.	-
Cultural Heritage	To protect and enhance the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites	The presence of flood protection measures can detract from cultural and historical sites, but also offers protection to such sites. This is preferable to the alternative scenario which offers no such protection. Furthermore, active travel has also proved to be one of the most resilient forms of transport during COVID-19 so enabling this is likely to lead to more people being able to access cultural heritage and less visual intrusion from traffic and parked vehicles. Co-ordinating roadworks can also help ensure that certain	++/-	Not having this policy is judged to have a negative impact on cultural heritage.	-

	To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Improve access to sites of historic and/or cultural interest?	cultural events are protected and the w orks kept clear of them. Therefore, although there are positive and negative impacts, the positive one is larger.			
Material Assets	Promote a safe and clean environment w ith good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of w ay?	Ensuring that the transport netw ork is as resilient as possible in case of flooding from extreme w eather conditions w ill have a long term positive impact on material assets by allow ing these assets to survive extreme w eather events. Furthermore, enabling a resilient transport netw ork ensures that the netw ork is used most efficiently.	+	Not protecting our material assets from the effects of flooding could see these assets damaged or destroyed.	-
Policy 40: Lighting - Ensure that Aberdeen's lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances						
Indicator	**Objectives**	**Will the policy…?**	**Assessment – Preferred Option (with LTS)**	**Score**	**Assessment – Alternative Option (without LTS)**	**Score**
Biodiversity (flora and fauna)	To conserve and enhance the integrity of ecosystems.	Cause disturbance or damage to any habitat or species?	Low er lighting levels, alternative lighting solutions (such as solar studs) or reduced operating hours could have a positive impact on biodiversity by benefitting nocturnal species, w hose movements and behaviours may be inhibited by the presence of light. This is preferable to the alternative scenario w hich has a neutral impact on biodiversity.	+	This w ill not impact upon biodiversity.	-

	To prevent damage or disturbance to designated sites and protected species and habitats. To maintain biodiversity, avoiding irreversible losses.	Have any impact, either directly or indirectly, on the River Dee SAC? Have any adverse impacts on any nationally or locally designated site?				
Air	To improve air quality. To limit air pollution to levels that do not damage human health or natural systems. To limit air emissions to comply with air quality standards.	Lead to an increase or a reduction in vehicular traffic? Result in the need for new construction? Impact on any Air Quality Management Areas?	Improved lighting could have long-term benefits for air quality as people feel safer walking and cycling in better lit areas and may be more likely to choose these modes over the car, resulting in fewer emissions. This is preferable to the alternative scenario where the opposite is anticipated. At the same time, with lower lighting levels, or street lighting switched off overnight, perceptions of safety amongst pedestrians and cyclists could decrease, resulting in less sustainable transport use and more car driving during these hours.	+/-	Poorly maintained street lighting could discourage walking and cycling as people feel unsafe. If these people travel by car instead, emissions will increase and air quality worsen.	-
Climatic factors	To reduce the cause and effects of climate change. To limit or reduce the emissions of greenhouse gases.	Promote sustainable and active travel? Promote the use of clean fuels/technologies? Reduce the need to travel, especially by motorised forms of transport? Reduce congestion? Result in the development of peat rich soils?	A shift to lower carbon lighting systems and potentially reducing lighting at certain times will consume less energy, with a long-term positive impact on climactic factors. Improved lighting could cause a long-term benefit as people feel safer walking and cycling in better lit areas and become more likely to choose these modes over the car, thus reducing emissions. At the same time, with lower lighting levels, or street lighting switched off overnight, perceptions of safety amongst pedestrians and cyclists could decrease, resulting in less sustainable transport use and more car driving during these hours. This is preferable to the alternative scenario which has a negative impact.	+/-	A shift to lower carbon lighting systems consumes less energy – not doing this, therefore, will have negative impacts on our carbon emissions.	-
Soil	To reduce contamination, safeguard soil quantity and quality.	Cause soil sealing and compaction? Result in the release of substances that could potentially contaminate the soil? Ensure that possible contamination will be properly remediated and not impact upon sensitive receptors such as human health and the water environment?	There could be some disruption to soil as a result of installing new lighting and supporting infrastructure.	-	Soil is unlikely to be affected.	0

Water	To ensure that the water quality and good ecological status of the water framework directive are maintained.	Result in the release of water-borne pollution into watercourses, groundwater or reservoirs? Increase the amount of surface water run-off into water bodies? Increase development that physically impacts on a watercourse or the coastline.	This is not anticipated to impact on water.	0	This is unlikely to impact on water.	0
Landscape	To conserve and support landscape character and local distinctiveness. To protect and enhance the landscape.	Detract from or harm the landscape setting of the City? Impact on any landscape or geological features? Reduce the amount or quality of public open space and green space in the City?	Ensuring that all street lighting columns in Aberdeen are fit for purpose, safe and sustainable and looking at alternative lighting situations which are less visually intrusive will have a long term positive impact on the landscape by helping to better frame the surroundings. This is preferable to the alternative scenario where the impact is neutral.	+	This is unlikely to impact on the landscape.	0
Population	To promote economic growth and social inclusion.	Reduce congestion and allow for greater journey time reliability? Enable the efficient movement of freight? Promote social inclusion and improve accessibility to key destinations, especially for those without a private car? Support an ageing population by providing appropriate transport facilities to meet their needs	Certain vulnerable members of society (such as lone women, the elderly and partially sighted) may be discouraged from travelling in the evenings and at night if streets are not well-lit, causing them to feel unsafe, therefore accessibility and social inclusion are negatively affected. However, if innovative lighting solutions are found to light previously unlit places then this could be beneficial. Therefore, there are positive and negative impacts.	+/-	Poorly maintained street lighting may discourage certain vulnerable members of society (such as lone women, the elderly and partially sighted) to travel around in the evenings safely and securely.	-
Human Health	To protect and improve human health. To ensure that the transport system is safe and secure. To retain and improve quality, quantity and connectivity of publicly accessible open space	Facilitate and/or encourage active travel? Reduce the negative impacts of transport on human health, especially in terms of pollution and air quality? Decrease noise and vibration? Reduces the likelihood of transport-related road accidents and casualties? Improve access to healthcare facilities?	Improved lighting should have a long-term benefit for human health as people feel safer and are more likely to walk and cycle during the hours of darkness in appropriately lit areas. Reducing light pollution can improve peoples' mental health and well-being. At the same time, reduced lighting levels in the evening or overnight could contribute to an increase in road accidents and fewer people walking and cycling during the hours of darkness as a result of safety and security concerns, with long-term negative impacts on health. This is preferable, though, to the alternative scenario which is unambiguously negative.	+/-	Poorly maintained lighting columns may discourage walking and cycling if people feel unsafe. As well as reducing opportunities for active travel, this could lead to an increase in noise and pollution if these journeys are undertaken by car instead.	-

		Improve access to and quality of open space?				
Cultural Heritage	To protect and enhance the historic environment. To preserve historic buildings, archaeological sites and other culturally important features. To promote access to the historic environment.	Impact on any historic buildings / sites or conservation areas, or on the setting of such sites? Improve access to sites of historic and/or cultural interest?	Ensuring that all street lighting columns in Aberdeen are fit for purpose, safe and sustainable will have a long term positive impact by helping to better frame the surroundings. Likewise, finding innovative, less intrusive solutions can help frame cultural heritage better than conventional lighting. Better lighting will also help people to access cultural heritage.	++	This is unlikely to impact significantly on cultural heritage.	0
Material Assets	Promote a safe and clean environment with good quality services. Promote the sustainable use of natural resources and material assets. Promote effective use of existing infrastructure. Protect and enhance outdoor access opportunities and rights.	Provide adequate transport facilities that meet the needs of the people of Aberdeen? Allow for the sustainable use of resources? Promote the provision of safe pedestrian and cycle access links? Destroy or sever any core path or right of way	Ensuring that all street lighting columns in Aberdeen are fit for purpose, safe and sustainable will have a long term positive impact by making best use of existing assets. Likewise, better lighting more of the transport network can help make better use of the network. This is preferable to the alternative scenario where assets suffer long-term decline.	+	Failing to adequately maintain lighting columns will lead to the long-term deterioration of these assets.	-

Appendix E: Cumulative Effect Assessment

LTS Vision, Objectives	Vision	Objectives	Policy	Comments
Biodiversity	++	+	-/++	Implementation of the LTS will have largely positive impacts on biodiversity, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, resilience and modal shift, including reducing the need to travel, all of which will be beneficial to Biodiversity. Objectives 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 the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Beyond these, specific policy relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Zero Emission Vehicles, Demand Management, Biodiversity and Greenspace, Maintenance and Resilience all aim to enable situations that would benefit biodiversity. This should have multiple benefits for biodiversity, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the likelihood of damage and disruption to protected/vulnerable habitats and species; • A reduction in environmental pollution, noise and artificial light which can negatively impact upon vulnerable species; • Reduced run-off from the transport network into soil and watercourses. • Ensuring biodiversity is considered in maintenance practices • Reduced risk of death or injury to wildlife if hit by traffic.

				Other potentially positive impacts include: • Protection to habitats and species afforded by maintenance and flood prevention schemes; and • Less disruption to nocturnal species through more efficient use of lighting • Those impacts identified as potentially negative and which will require mitigation, are: • Disruption to aquatic species from support for harbour development and more shipping opportunities; • Short-term disruption (in terms of additional noise, pollution and land take) resulting from road maintenance works, including winter maintenance; and • Some disruption caused by construction of new transport infrastructure and supporting facilities • Possible disruption to species and their habitats through an increase in cycle routes and cycling through areas of natural beauty and greenspace. • Possible safety issues to species through the use of quieter forms of transport, such as zero emission vehicles, which may cause conflicts if they unwittingly walk or fly out in front of them • Lighting, depending on the solution chosen
Air	++	++	-/++	Implementation of the LTS will have largely positive impacts on air, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, safety, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving air quality or will rely on cleaner air quality to enable.. Objectives 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 the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users. 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 Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Bus, Park and Ride, ART, Rail, Taxi and Private Hire, Car Share, Car Clubs, Zero Emission Vehicles, Parking, Demand Management, , Road Improvements, Western Peripheral Route, Travel Awareness and Information, Land Use Planning, Travel Plans, City Centre and Beach, Biodiversity and Greenspace, Traffic Management and Road Safety, Enforcement,, School Travel and Young People, New technologies and initiatives, Intelligent Transport Systems, Winter Maintenance, Resilience and Lighting all aim to enable situations that would benefit air. Implementation of the LTS will have largely positive impacts on air quality, although some impacts are potentially negative and could lead to disbenefits. However, these negative impacts are likely to be short term. Road transport is currently the main contributor to poor air quality in Aberdeen. The LTS seeks to address this by reducing the need to travel, reducing reliance on the private car, reducing road traffic in favour of cleaner modes of transport and reducing congestion as well as enabling the improvement of conditions for low and zero emission transport and information to make informed choices. For journeys where the motor car is the preferred mode of transport, the Strategy seeks to promote car sharing, the use of Car Clubs and the use of low emission vehicles, all of which will serve to reduce the impact of transport on air quality as well as encouraging greater interchange between modes of transport, not only making it easier for people to choose different modes to just car but also to be more able to use their car for only part of their journey and another mode or modes for the rest. The Strategy also supports and states that mitigation measures will be required for any transport schemes that could negatively impact upon air quality. Those impacts identified as potentially negative for air quality and which will require mitigation, are: • Supporting an increase in harbour activities and subsequent traffic around the Port, currently within an AQMA; • Congestion and traffic displacement resulting from road improvement and maintenance schemes; • Reducing vehicle speeds which can cause an increase in certain emissions; • An increase in car usage resulting from reduced street lighting discouraging walking and cycling during hours of darkness; and • An increase in motorcycle use which could lead to an increase in certain harmful emissions. • Emissions from construction of new schemes • Potentially more particulates emitted from tyre wear from EVs as they are traditionally heavier than equivalent petrol and diesel vehicles. However, this can be mitigated by less particulates from brake components given that EVs use regenerative braking • Potentially more demand for power generation to support EV and hydrogen vehicle refuelling. However, innovations in power generation can help to mitigate this.

Climatic Factors	++	++	-/++	Implementation of the LTS will have largely positive impacts on climate, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, safety, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving climatic factors or will rely on reducing the effects of climate change to enable. Objectives 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 the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO3 – Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users. 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 Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Bus, Park and Ride, ART, Rail, Taxi and Private Hire, Car Share, Car Clubs, Zero Emission Vehicles, Parking, Demand Management, Road Improvements, Western Peripheral Route, Travel Awareness and Information, Land Use Planning, Travel Plans, City Centre and Beach, Biodiversity and Greenspace, Traffic Management and Road Safety, Enforcement,, School Travel and Young People, New technologies and initiatives, Intelligent Transport Systems, Winter Maintenance, Resilience and Lighting all aim to enable situations that would benefit climatic factors. Implementation of the LTS will have largely positive impacts on climatic factors, although some impacts are potentially negative and could lead to disbenefits. However, these negative impacts are likely to be short term. Transport emissions, particularly CO_2, are a significant contributor to climate change. The LTS seeks to address this by reducing the need to travel, reducing reliance on the private car, reducing road traffic in favour of cleaner modes of transport and reducing congestion as well as enabling the improvement of conditions for low and zero emission transport and information to make informed choices. For journeys where the motor car is the preferred mode of transport, the Strategy seeks to promote car sharing, the use of Car Clubs and the use of low emission vehicles, all of which will serve to reduce the impact of transport on air quality as well as encouraging greater interchange between modes of transport, not only making it easier for people to choose different modes to just car but also to be more able to use their car for only part of their journey and another mode or modes for the rest. .Should the Strategy be successful in achieving these aspirations, climate-changing emissions would significantly reduce. Those impacts identified as potentially negative and which will require mitigation, are: • Supporting an increase in harbour activities and subsequent traffic around the Port could increase emissions

				• Supporting the growth of the airport could increase emissions; • Congestion and traffic displacement resulting from road improvement and maintenance schemes could increase emissions temporarily in local areas; • Reducing vehicle speeds which can cause an increase in certain emissions; • An increase in car usage resulting from reduced street lighting discouraging walking and cycling during hours of darkness; and • An increase in motorcycle use which could lead to an increase in certain harmful emissions. • Emissions from construction of new schemes • Potentially more demand for power generation to support EV and hydrogen vehicle refuelling. However, innovations in power generation can help to mitigate this.
Soil	++	+	-/++	Implementation of the LTS will have largely positive impacts on soil, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, resilience and modal shift, including reducing the need to travel, all of which will be beneficial to soil. Objectives 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 the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Zero Emission Vehicles, Demand Management, Biodiversity and Greenspace, Maintenance and Resilience all aim to enable situations that would benefit biodiversity. This should have multiple benefits for soil, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the likelihood of damage and disruption to soil and more soil being built over. • A reduction in environmental pollution and vibration which can negatively impact upon vulnerable species; • Reduced run-off from the transport network into soil and watercourses. Those impacts identified as potentially negative and which will require mitigation, are:; • Short-term disruption (in terms of additional noise, pollution and land take) resulting from road maintenance works,

				including winter maintenance; and • Some disruption caused by construction of new transport infrastructure and supporting facilities • New transport infrastructure would result in more soil sealing/ compaction which would be a negative longer term impact on soil/ cause loss of soil organic matter - as well as increase risk of run off
Water	++	+	-/+	Implementation of the LTS will have largely positive impacts on water, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that facilitates healthy living and minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, resilience and modal shift, including reducing the need to travel, all of which will be beneficial to water. Objectives 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 the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. TPO6 – Resilience – Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Air Quality, Reducing the need to travel, Walking and wheeling, Cycling, Zero Emission Vehicles, Demand Management, Land Use Planning, Biodiversity and Greenspace, Maintenance, Structures and Resilience all aim to enable situations that would benefit water. This should have multiple benefits for water, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the potential impact of sealed surfaces and run off. • A reduction in environmental pollution which can negatively impact upon water; • Consideration for how to build water storage, filtering and distribution into new schemes (including SUDS) • Protection to habitats and species afforded by maintenance and flood prevention schemes; and Those impacts identified as potentially negative and which will require mitigation, are: • Disruption to aquatic species from support for harbour development and more shipping opportunities; • Short-term disruption (in terms of additional noise, pollution and land take) resulting from road maintenance works, including winter maintenance; and • Some disruption caused by construction of new transport infrastructure and supporting facilities • Possible safety issues to introducing water storage around transport users

Landscape	++	-/+	-/+	Implementation of the LTS will have largely positive impacts on landscape, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that minimises the impact on our environment and this is transposed down through the following objectives, which deal with climate and environment, health, accessibility/ inclusivity/ user friendly, resilience and modal shift, including reducing the need to travel, all of which will be beneficial to landscape. Objectives 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 the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. 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 TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen However, making things more accessible for people could have a negative affect on the landscape if larger facilities to accommodate a greater range of users have to be built. Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Reducing the need to travel, Walking and wheeling, Cycling, Bus, Park and Ride, ART, Rail, Taxi and Private Hire, Car Share, Car Clubs, Parking, Demand Management, Western Peripheral Route, Travel Awareness and Information, Land Use Planning, Travel Plans, City Centre and Beach, Biodiversity and Greenspace, Enforcement,, School Travel and Young People, New technologies and initiatives, Intelligent Transport Systems, Winter Maintenance, Resilience and Lighting all aim to enable situations that would benefit landscape. This should have multiple benefits for landscape, namely: • Reduced land take from transport by reducing the need for construction of large-scale transport facilities such as roads and bridges to cope with growing demand for motorised transport. This will reduce the potential impact of sealed surfaces and run off. • A reduction in traffic which could be a blot on the landscape • Consideration given to the design of new structures and lighting solutions for the benefit of • Better access to appreciate landscapes for people Those impacts identified as potentially negative and which will require mitigation, are: • ; • Short-term disruption (in terms of additional noise, pollution and land take) resulting from road maintenance works, including winter maintenance; and • Some disruption caused by construction of new transport infrastructure and supporting facilities. • How new infrastructure will affect the landscape. Consideration of how this will affect the landscape is important • How supporting facilities, such as VMS screens, lighting columns, EV charge points may affect the setting of the landscape

Population	++	-/++	-/++	Implementation of the LTS will have largely positive impacts on population In terms of positive impacts, the vision explicitly states that the LTS should enable safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living, minimises the impact on our environment and encourages people to live in, work in and visit Aberdeen. This is all of benefit to the population both through the movement of people, of goods, and the conditions in which these take place. This is transposed down through the following objectives, which deal with climate and environment, health, safety, economy, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving the transport network for the population. 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 In terms of the economy, long-term benefits will result from reduced congestion and improved journey time reliability. Benefits will also accrue from City Centre regeneration proposals (including an improved transport environment) and the more efficient use of car parking spaces at key destinations.

				In terms of accessibility and social inclusion, the LTS will bring long-term benefits by raising awareness of, and facilitating travel by, walking, cycling, public transport, community and social transport, car sharing and car clubs to ensure that all people can access the destinations and services they need, and that transport is convenient, safe and inexpensive. Responsible management of blue badge parking spaces will also improve accessibility for those with disabilities. Making transport cleaner, in terms of emissions, will also help people with health issues to be able to get out and use the network. Potentially negative impacts identified are: • Delays and congestion resulting from improvement and maintenance schemes, albeit these are short - short term; and
Human Health	+	++	-/++	Implementation of the LTS will have largely positive impacts on human health In terms of positive impacts, the vision explicitly states that the LTS should enable safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living, minimises the impact on our environment and encourages people to live in, work in and visit Aberdeen. This is all of benefit to human health through healthy living, safety, efficient use of people and goods removing stress with resilience and accessibility ensuring that people are able to move around both for mental and physical health. This is transposed down through the following objectives, which deal with climate and environment, health, safety, economy, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving the transport network for the population. 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 Long-term positive impacts will result from the Strategy's aspirations to encourage more walking and cycling and to reduce car use which will facilitate an increase in physical activity, improve air quality and reduce noise, thus improving the health

				and wellbeing of the population. Improving access to the outdoors and to healthcare facilities has obvious health benefits, while reduced traffic, reduced speeds, road and bridge maintenance activities, accident and flood prevention schemes and a more secure night-time environment will improve the safety of the travelling public, reducing the number of transport-related accidents and injuries and reducing incidences of assault and abuse. Road maintenance can also successfully reduce noise, with resulting mental health benefits. Potentially negative impacts, identified, which will require mitigation, are: • A potential decline in air quality around the Port area resulting from increased activity; • An increase in road accidents and poor perceptions of safety as a result of reduced levels of street lighting; • An increase in congestion during road maintenance works and the displacement of traffic to alternative streets, with road safety and health implications; and • A decline in air quality resulting from increased motorcycle use. • Potential effect on mental health through reducing the need to travel • Potential increase in particulates from EV tyres as they tend to be heavier vehicles than petrol and diesel ones. However, this is balanced by less particulates from brakes due to the regenerative braking
Cultural Heritage	++	-/+	-/+	Implementation of the LTS will have largely positive impacts on cultural heritage, although some impacts may be negative and result in disbenefits. In terms of positive impacts, the vision explicitly states that the LTS should enable a high-quality transport system that is accessible to all, supports a vibrant economy, minimises the impact on our environment and encourages people to live in, work in and visit Aberdeen and this is transposed down through the following objectives, which deal with climate and environment, health, economy, accessibility/ inclusivity/ resilience and modal shift, including reducing the need to travel, all of which will be beneficial to landscape. Objectives 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 the LTS primarily seeks a reduction in road traffic and an increase in the use of sustainable modes of transport. 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 TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen However, making things more accessible for people could have a negative effect on cultural heritage if larger facilities to accommodate a greater range of users have to be built. Beyond these, specific policies relating to Climate Change Mitigation and Adaption, Reducing the need to travel, Walking and wheeling, Cycling, Bus, Park and Ride, ART, Rail, Taxi and Private Hire, Car Share, Car Clubs, Parking, Demand Management, Western Peripheral Route, Travel Awareness and Information, Land Use Planning, Travel Plans, City Centre and Beach, Biodiversity and Greenspace, Enforcement,, School Travel and Young People, New technologies and initiatives,

				Intelligent Transport Systems, Winter Maintenance, Resilience and Lighting all aim to enable situations that would benefit cultural heritage. The impact of the LTS on cultural heritage is anticipated to be mostly positive, although some potentially negative impacts have been identified. In terms of positive impacts, these largely relate to the traffic reduction aspirations outlined in the LTS and are therefore long-term impacts. Less traffic around historically and/or culturally important sites will improve the setting of such sites, ensuring views are not blighted by parked cars, traffic or congestion, and will reduce emissions and pollution around such sites, which are known to cause deterioration and damage to ancient buildings and monuments. Enforcement too will help with this. Noise will also reduce, allowing people to better enjoy the experience of being in and around important buildings and sites. The setting of such sites may also be enhanced by improvements to street lighting, while valuable assets will be protected by an increase in flood defences. Accessibility improvements will also have long-term benefits in allowing more people to reach and enjoy such sites. In terms of possible negative impacts, these relate, in the short term, to an unsightly environment around such sites as a result of transport improvement and maintenance activities, albeit this is a temporary situation. In the longer term, an increase in traffic management features in certain areas, for example conservation areas, could undermine the distinctiveness of such sites, while an intensification of maintenance activities around such sites could increase vibrations , potentially leading to damage. Design of any new transport infrastructure and supporting facilities should ensure that it is sensitive to the environment.
Material Assets	‡	‡	‡	Implementation of the LTS will have largely positive impacts on material assets In terms of positive impacts, the vision explicitly states that the LTS should enable safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living, minimises the impact on our environment and encourages people to live in, work in and visit Aberdeen. This is all of benefit to material assets as it encourages better use of them, both by making them more accessible but also more appealing. This is transposed down through the following objectives, which deal with climate and environment, health, safety, economy, accessibility/ inclusivity/ user-friendliness, resilience, technology and modal shift, including reducing the need to travel, all of which will assist with contributing to improving the use of the material assets that make up the transport network. 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 Implementation of the LTS is anticipated to have a positive impact on material assets. This is largely because the Strategy outlines a range of improvements and additions to the City's transport network which will benefit members of the travelling public and contribute to the development of a fit-for-purpose, safe and clean transport system. However, there are still some potential negatives to consider. Impacts from increased EV charging infrastructure, depending on how the power is produced and distributed, could have a potential cumulative impact. There is also the consideration of the petrol and diesel vehicles that will leave the roads, whether they will be scrapped and how they could be recycled.
Key	++ strong positive; = positive; 0 neutral; - negative; --strong negative			

Appendix F: Compatibility Assessment

Key:

?	Uncertain
X	Potentially incompatible
✓	Compatible

Actions:

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
1		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4	✓	✓	✓												✓			✓	✓					✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			✓	
5	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6	✓	✓	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
7	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
8	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
9	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
10	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
11	✓	✓	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
12	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
13	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
14	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
15	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
16	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
17	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
18	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
19	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
20	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
21	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
22	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
23	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
24	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
25	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
26	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
27	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
28	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
29	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
30	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
31	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
32	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
33	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓
34	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓
35	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
36	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
37	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓
38	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
39	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓
40	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40

This page is intentionally left blank

Appendix 5

Draft Aberdeen Local Transport Strategy 2023-2030

Habitats Regulation Assessment (HRA)

Contents

1 Background to Habitats Regulation Assessment

The National Site Network (previously referred to as Natura 2000 sites) is a network of protected sites of international importance which include Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar Sites. Under Article 6 (3 & 4) of the European Habitats Directive, any plan, project or strategy (PPS) which is not directly connected with or necessary for the management of a National Site and which is likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must undergo a Habitats Regulation Assessment (HRA) to determine its implications for the site.

The competent authority can only agree to the plan or project going forward once it has ascertained that it will not adversely affect the integrity of the site concerned (Article 6.3). In exceptional circumstances, a plan or project may still proceed despite a negative assessment, provided there are no alternative solutions, and the plan or project is considered to be of overriding public interest. In such cases the Member State must take appropriate compensatory measures to ensure that the overall coherence of the National Site network is protected (Article 6.4).

This document comprises a HRA for the draft Aberdeen Local Transport Strategy (LTS) 2023-2030 to analyse the implications of the Strategy on National Sites in the area.

2 The draft Aberdeen Local Transport Strategy (LTS) 2023-2030

The LTS has been developed to set out the policies and interventions adopted by the Council to guide the planning and improvement of the local transport network over the next five years. In doing so it takes into account national and regional transport, planning and economic development policies and is fully integrated with the Council's wider objectives and outcomes.

The LTS has a vision to develop "*A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City*."

This vision is supported by 8 Objectives:

- 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

Forty topic areas (forty-one if you include monitoring) have been identified for the LTS and each area has a corresponding policy. Each policy is accompanied by a series of detailed actions that the Council and partners will pursue in order to meet these policies. The actions and policies compliment the overall vision, objectives and desired outcomes of the LTS. The vision, objectives and policies (including accompanying actions) will therefore be subject to assessment. The policies and actions are listed in Table 2.1 below.

Table 2.1: Policies and Actions identified in the LTS

Policy	Actions
1: Climate Change Mitigation and Adaption – To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.	• Continue to promote and facilitate measures which reduce the need to travel. • Develop the transport network in line with the National Sustainable Transport Hierarchy giving consideration to the most sustainable modes first. • Continue to enable and expand hydrogen refuelling and EV charging infrastructure and explore ways in which this could be facilitated by renewable energy. • Ensure that the LTS aligns with the Net Zero Vision, Strategic Infrastructure Plan and Routemap and work with partners to take mobility aspects forward. • Ensure that the risk of flooding or environmental impact is taken into account in the design and construction of infrastructure and that opportunities to manage open spaces such as road verges are maximised to reduce surface water flooding and run

	off. • Continue to implement a range of hard and soft engineering measures when dealing with flood risk management and mitigation and in the urban environment consider where hard landscaping can be reduced where possible, for instance, resist front gardens being turned into car parks. • Ensure that the net-zero message and target is clearly communicated to users and operators of the transport network."
2: Air Quality – Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.	• Ensure that Air Quality Action Plan measures and Local Transport Strategy aims, outcomes, objectives and actions are aligned. • Ensure that Aberdeen's Low Emission Zone is ready to be enforced by May 2024. • Continue to investigate ways in which the Low Emission Zone could be further developed for the benefit of the city. • Improve air quality to the point where the City's Air Quality Management Areas can be revoked and look at further citywide improvements. • Require mitigation measures for new schemes, where additional vehicle trips will impact on air quality.
3: Noise Quality – Reduce levels of noise from the transport network in Aberdeen.	• Continue to identify Noise Management Areas and Quiet Areas within Aberdeen. • Implement the Noise Action Plan. • Require mitigation measures for new schemes, with respect to managing transportation noise.
4: Reducing the Need to Travel – Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel.	• Support Digital Connectivity improvements, including enhancements to the High Speed Broadband network in the City to enable more people to access facilities virtually. • Lead by example and encourage the use of flexible working practices in the city. • Work with partners to create community hubs, allowing people to work remotely without needing to access a central office location. • Work with partners to ensure that reducing the need to travel is balanced against the need to keep the city "open for business" and considers the mental and physical health of people. • Work with partners to support and encourage the location of facilities in developments to enable 20 minute neighbourhoods, reducing the need to travel by car.
5: Walking and Wheeling – To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as	• Continue to review and Update the Council's Active Travel Action Plan which further develop the walking, wheeling and cycling aspects of the LTS. • Increase the attractiveness of walking and wheeling and improve the safety of the pedestrian environment throughout the City with a combination of measures including improved maintenance of existing footways, upgraded lighting, development of new off-road

a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.	footpaths, creation of more space for the walking environment, implementation of pedestrianised or part-pedestrianised areas, filling missing links in the walking and wheeling provision and delivering additional traffic management and traffic calming to deliver walkable neighbourhoods. • All new developments will be planned for walking and wheeling as per Designing Streets and Scottish Planning Policy with appropriate facilities within the development and to and from places of interest (residential areas, schools, workplaces, shops, onward transport connections, leisure and health facilities). • Ensure that all traffic management and road maintenance schemes incorporate measures for those walking and wheeling, keeping footways open at all times or providing signed alternatives which do not result in lengthy diversions or the need to cross multiple roads. • Continue to raise awareness of the benefits of walking and wheeling and the opportunities available in Aberdeen via route map signage and way finding • Continue to encourage walking and wheeling with fun initiatives such as trails and challenges. • Continue to work with groups to ensure that the walking and wheeling environment is inclusive for users. • Refresh the City's Core Paths Plan. • Look to make use of and enhance green infrastructure when planning walking and wheeling routes. • Promote the message that switching to walking and wheeling journeys even once a week can make a huge difference to health, congestion and finances.
6: Cycling – To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.	• Continue to review and Update the Council's Active Travel Action Plan which further develops the walking, wheeling and cycling aspects of the LTS. • Increase the attractiveness of cycling and improve the safety of the cycling environment throughout the City with a combination of measures. Priority should be given to the city centre, the main transport corridors into it and filling missing strategic links in cycling provision. Measures should include development of new segregated and off-road routes, Advanced Stop Lines at junctions, toucan crossings of busy roads and priority measures for cyclists crossing side roads. These should be supported by improved maintenance of existing cycle routes, upgraded lighting, additional parking and maintenance facilities and additional traffic management and traffic calming to deliver cycle-friendly neighbourhoods. • Maximise opportunities for integrating cycling with other modes of transport and creating interchange opportunities by, for example, improving access to

	railway stations and Park and Ride sites and ensuring cycle parking facilities are available at these and other strategic locations. • All new developments will be planned for cyclists as per Designing Streets and to Cycling By Design standards with appropriate facilities within the development and to and from places of interest (residential areas, schools, workplaces, shops, onward travel options, leisure and health facilities). • Continue to encourage cycling with fun initiatives such as trails and challenges. • Support and enable the rollout of a cycle hire scheme in Aberdeen. • With partners and additional funding, continue to investigate new ways to give people access to bikes and information about cycling and continue to support existing schemes. • As part of all new transport improvement schemes cyclists will be considered during the assessment, design and implementation and given appropriate provision (as according to Cycling By Design standards) with no net detriment to provision as a vulnerable road user. • Ensure that all traffic management and road maintenance schemes, both permanent and temporary, incorporate measures for cyclists such as: cycle route diversions, one-way exemptions, contraflow cycle lanes, diversionary signage, etc. with any temporary diversions including on-road alternatives if no other option is available and advanced signage at journey decision points indicating extent of access available. • Continue to raise awareness of the benefits of cycling and the cycling opportunities available in Aberdeen via route map signage and way finding. • Continue to work with partners on education and safety campaigns and projects, such as Bikeability and Give Me Cycle Space, encouraging training in schools, rolling out cycle training to adults and encouraging drivers to behave safely and respectfully when sharing roadspace with cyclists. • Continue to promote, encourage and enable the range of different bikes and supporting infrastructure which can encourage more people into cycling such as cargo bikes and e-bikes and support ways of allowing people to trial these technologies. • Continue to work with and support Aberdeen Cycle Forum and Grampian Cycle Partnership in promoting the benefits of cycling and improving opportunities for cycling in the City. • Promote the message that even cycling once a week can make a huge difference to health, congestion and finances. • Continue to provide maintenance stations in key

	locations and support schemes which both enable and teach people about bike maintenance. • Look to make use of and enhance green infrastructure when planning cycling routes.
7: Bus – To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability, cost and convenience benefits to make people choose it over the car.	• Continue to remain committed to the North East Scotland Bus Alliance and delivery of the Bus Action Plan. • Work with partners in the North East Scotland Bus Alliance to consider the potential of Bus Service Improvement Partnerships (BSIPs) in securing enhanced services. • Continue to work with the North East Scotland Bus Alliance to identify, implement and trial a range of schemes to better facilitate the movement of buses in the City, including priority measures and traffic management improvements, in line with Locking In the Benefits of the AWPR. This should also include bus priority on the key radial corridors, identified by the Bus Alliance as priorities for improving journey times and reliability. • Continue to maintain, manage and improve bus stop infrastructure in line with Quality Partnership targets. • Continue to work with bus operators through the Health and Transport Action Plan to ensure health services are accessible by public transport. • Review provision of bus services to ensure existing services meet peoples' needs, and where necessary consider provision of supported services where these are deemed socially necessary. • Ensure all new developments are planned and designed with public transport access and penetration in mind. • Require developers to engage with public transport providers from the beginning of the planning process to ensure that new sites can be served by public transport. Where services cannot be supplied commercially, require developers to provide these at their own cost until such time as they become commercially viable. • Encourage further adoption of low and zero emission buses. • Continue to enforce bus lane violations and look to increase the coverage of the scheme in recognition of the benefits it has brought in terms of the free flow of buses. • Work with operators and Aberdeenshire Council to improve the availability and quality of bus information in Aberdeen. • Further consider opportunities Local Authorities have both to provide bus services and to encourage use of bus.
8: Aberdeen Rapid Transit – To work with partners including NESTRANS, Transport	• With partners, including Transport Scotland, NESTRANS and the North East Scotland Bus Alliance, undertake a feasibility study for an Aberdeen

Scotland and the North east Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city.	Rapid Transit project - a tram-like modern system with exemplary comfort and effectiveness, including off-vehicle ticketing and competitive journey times – examining which routes and which locations could be served by this and what supporting infrastructure would be required to enable it • With partners, implement Aberdeen Rapid Transit connecting Craibstone/Airport/TECA to the south via the City Centre and Westhill / Kingswells to Bridge of Don via the City Centre. • Deliver significant public transport priority on key radial corridors into the city and in the city centre on which ART will depend • Ensure integration of other modes with ART, particularly integration of the existing bus network, rail and active travel. • Support Aberdeenshire Council in the development of a 'low carbon mobility hub' at Portlethen as an integral part of the proposed ART network, providing interchange and park and ride opportunities for passengers travelling from the south into Aberdeen.
9: Park and Ride – Work with partners to ensure that park and ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.	• Maximise investment in existing and new Park and Ride facilities to ensure that they provide an attractive place for people to park at the edge of the city and make their onward journey easily by another mode. • Continue to promote park and ride sites as multi-modal transport interchanges, where onward journeys can be made by a range of sustainable modes, rather than simply for parking and taking public transport. • Continue to find ways of ""adding value"" to the park and ride experience in Aberdeen. • Continue to ensure that Park and Ride sites form part of the wider parking strategy for the city as a whole, to encourage long stay parking at the edge of the city. • Support Aberdeenshire Council in the development of a 'low carbon mobility hub' at Portlethen, providing interchange and park and ride opportunities for passengers travelling from the south into Aberdeen.
10: Strategic Rail Network – To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.	• Continue to promote rail travel to, from and within Aberdeen as part of a sustainable and integrated transport network. • Continue to improve and promote access to both Aberdeen and Dyce Railway Stations, particularly by foot, bicycle, bus and taxi. • Support implementation of key priorities emerging from the Nestrans RTS and Rail Action Plan including lobbying the Scottish Government for further improvements. • Support improvements to the Aberdeen to Inverness and Aberdeen to Edinburgh/Glasgow rail corridors and press for journey time improvements. • With NESTRANS and Network Rail, investigate the

	potential to provide further parking at Dyce station to allow it to function as a mini park and ride site. • Continue to support the decarbonisation of rail services and promote Aberdeen's willingness to be part of hydrogen rail trials. • With partners, continue to investigate the case for further stations to enable more local rail movements and, where appropriate, encourage the safeguarding of land for future station expansion and development.
11: Community and Demand Responsive Transport – To continue to work with partners to deliver Demand Responsive Transport in Aberdeen for the benefit of the public.	• Continue to provide DRT services through the Council. • Continue to support groups looking to develop Community Transport schemes. • Work with Partners through the Health and Transport Action Plan with the ultimate aim of pulling together Council services with those of the voluntary and health sectors into one centralised and integrated booking system for Health & Social Care. • To ensure that vehicles are accessible, fit for purpose and support a shift to a low and zero emission flee
12: Coaches – To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.	• Ensure that Aberdeen's bus station continues to function as the main hub for coach services and provides high quality, accessible interchange points between a variety of modes of transportation. • Continue to explore and encourage further opportunities to encourage coaches in Aberdeen. • Continue to promote awareness amongst coach operators for appropriate pick up, drop off and waiting areas. • Review pick up and drop off points in line with any potential urban realm improvement schemes. • Continue to ensure that new large developments, which are likely to generate considerable numbers of visitors, have suitable coach parking provision built in. • Continue to work with partners to enable opportunities for low and zero emission coaches in the city.
13: Taxis and Private Hire Vehicles – To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.	• To continue to improve the safety of School and Social Work Transport by implementing best practice procedures stemming from Transport Guidelines issued by the Department for Transport and Transport Scotland. • To continue to monitor the cap on taxi licences and modify if necessary according to demand. • To implement the committee agreed removal of the engine size requirement for taxi and private hire vehicles. • To work with operators and stakeholders to continue to ensure that a good supply of accessible taxi and private hire vehicles are available and explore ways to encourage more taxi and private hire vehicles in Aberdeen. • To continue to encourage the shift to zero emission

	taxis and private hire vehicles by working with funders, taxi operators and EV and hydrogen refuelling operators to increase opportunities for EV and hydrogen-powered taxi and private hire vehicles and set a date for the banning of petrol and diesel fuelled taxis • To ensure the continued successful operation of the Night Time Transport Zone with associated marshals. • To continue to liaise with other hosts, such as the airport and railways stations, to ensure a co-ordinated approach to taxi and private hire provision. • To continue to provide taxi licencing and testing facilities and ensure that Council staff have the right skills and training to perform these roles. • To continue to explore opportunities, on a case by case basis, to permit taxi access in areas where private cars are restricted on a case by case basis
14: Car Sharing – Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so.	• Continue to promote the benefits of car sharing, not just for the whole but for part of the journey, and the regional car sharing database. • Encourage employers to join the car sharing scheme or set up their own site-specific schemes as an important element of an effective Travel Plan. • Encourage workplaces to introduce preferential car parking spaces for car sharers.
15: Car Clubs – Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city.	• Encourage the development of the Car Club in new locations and developments as part of general rollout and through the planning process. • Continue to support the Car Club by installation of new bays and associated infrastructure. • Continue to lead by example and ensure that Council staff members are utilising the Car Club rather than grey fleet in order to reduce emissions, congestion and reliance on the private car. • Continue to promote the Car Club as a feasible alternative to private car ownership. • Continue to support the Car Club in their roll out of Ultra Low Emission Vehicles (ULEVs). • Continue to enforce car club spaces with Traffic Regulation Orders on the public road. • Continue to work with the car club to encourage innovation within their business and to support trials of new technologies and processes in Aberdeen. • Continue to find ways of supporting vehicles in areas where they would not otherwise be financially viable but bring benefit to communities. • Explore ways to link the car club with other modes of transport.
16: Powered Two Wheelers – To improve conditions for motorcyclists on Aberdeen's roads, particularly in terms of rider safety and encourage a	• Implement road improvement and road safety schemes to increase the safety of motorcyclists on Aberdeen's roads. • Continue to participate in initiatives such as Operation Zenith to raise awareness of motorcyclist safety. • Ensure there is an adequate supply of motorcycle

shift to low carbon vehicles.	parking bays in areas where these are most needed. • Explore opportunities to promote zero emission powered two wheelers in the city • Ensure that enforcement of powered-two wheeler usage is undertaken effectively by the Council and partners.
17: Zero Emission Vehicles – In line with National Targets, to lead by example in Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities	• Continue to develop Aberdeen's Electric Vehicle Charging Network and Hydrogen Refuelling Station Network with Partners. • Encourage installation of both EV and hydrogen refuelling infrastructure in new developments via Planning policies/ process. • Encourage and support other organisations in putting in charging infrastructure for staff, customers and general members of the public to use. • Encourage the purchase of zero and ultra-low emission vehicles through development of emission reduction measures such as emission based parking charges, Low Emission Zones and additional infrastructure. • Work with Partners to promote the benefits of zero and ultra-low emission vehicles as an alternative to fossil fuels. • Lead by example and utilise zero and ultra-low emission vehicles within the Council's fleet and work with fleet operators to encourage the decarbonisation of goods vehicles, and other corporate fleets, including EcoStars accreditation for organisations. • Work with bus companies, and other partners, to lobby for and help access funding to support the transformation to low and zero emission buses and, where appropriate, ensure that a requirements to operate zero or low emissions vehicles are written in to the contracts of any council subsidised services. • Work with the city's car club operator to encourage further rollout of electric and hydrogen vehicles and promote them as a great way to try the technology. • Continue to promote Aberdeen as a showcase for Hydrogen developments and very much open for zero and ultra-low emission vehicle deployment. • Explore, with suppliers, and enable ways to reduce reliance on the grid in order to power zero and ultra-low emission vehicles. • Support national initiatives to decarbonise rail, aviation, and maritime sectors.
18: Parking – To develop a parking regime for Aberdeen that supports the principle of the City Centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between	• Develop a Car Parking Framework for the City covering on and off-street parking and complementing the North East Roads Hierarchy. • Encourage a high turnover of spaces, especially in the city centre, by ensuring parking controls, pricing structures and policies do not encourage commuter car parking and instead support short stay retail, leisure and business trips. • Ensure that the cost and availability of parking is no

modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities.	longer an incentive for car use, relative to cost of public transport. • Encourage shorter trips within the urban area to transfer to walking, cycling and public transport, and longer trips outwith the urban area to utilise Park & Ride. • Minimise the negative impacts of parking on streetscape and ensure the ability of public transport to flow freely on key bus corridors. • Where appropriate, seek to remove on-street parking in order to provide more space for active and sustainable travel. • Protect residents' ability to park and load close to their homes by extending Controlled Parking Zones to areas where residential amenity is affected by commuter parking. • Protect businesses, tradespeople, and visitors ability to park and load by management of Controlled Parking Zones. • Ensure enforcement of parking and loading restrictions is proactive in order to keep the city moving and without disadvantage to the most vulnearble of users. • Facilitate the operation of car clubs, take up of car sharing and environmentally friendly vehicles. • Ensure that parking policies take into account the needs of people with mobility impairments and other disabilities. • Look to further develop the ""pay by phone"" system for parking. • Work with partner organisations and private car park operators using contractual and planning powers to encourage pricing and length of stay regimes in off-street car parks that facilitate shopping and other short/ medium stay activities. • Increase compliance with disabled parking arrangements and reduce fraudulent use of 'blue badges' by the continuation of the temporary blue badge fraud investigation service. • Ensure that parking standards for new developments continue to encourage people to travel by more sustainable means than the private car.
19: Demand Management – In addition to parking and traffic management, investigate, in partnership with Aberdeenshire Council and NESTRANS, the implications of introducing other demand management methods to Aberdeen.	• In partnership with Aberdeenshire Council and NESTRANS, investigate the implications of introducing other demand management methods, such as workplace parking licencing, road user charging and emissions based parking, in the city.
20: Road Improvements – In line with the National	• Ensure that any proposals for road improvements are only taken forward once it has been evidenced that reducing the need to travel unsustainably,

Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.	maintaining and safely operating existing assets and making better use of existing capacity will not solve the problem, in line with the National Sustainable Investment Hierarchy • Use traffic models which test scenarios enabling traffic reduction, in line with national and local targets. • Ensure the successful and timely completion of all new road and road improvement projects approved by the Council in the current Non-Housing Capital Programme. • Ensure that proposals for road improvements prioritise the benefits delivered to sustainable modes of transport. • New infrastructure should be constructed so that it minimises future maintenance requirements. • New infrastructure should be constructed so as to minimise its impact on its surroundings and the natural environment.
21: Trunk Road Network – Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen	• Support improvements to the A96 and continue to work with the Scottish Government, Nestrans and Aberdeenshire Council to ensure the completion of these projects. • Continue to lobby Transport Scotland to ensure that the existing dualled section of A96 in Aberdeen is brought up to modern standards and incorporates high quality non-motorised user provision. • Continue to engage with Transport Scotland where connections and improvements to trunk roads, and supporting infrastructure are required as part of new developments. • Support the incorporation of appropriate rest and refuelling facilities for drivers using the trunk road network. • Continue to press the Scottish Government to ensure that roads that are de-trunked, and transfer to Council ownership, are fit for purpose when passed to the Council and/ or appropriate provision is made to allow the Council to bring them up to an appropriate standard. • Work with Transport Scotland on delivering improvements to the walking and cycling network around trunk roads.
22: AWPR – To continue to "lock in" the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the city centre to function as a destination rather than a	• Continue to ensure that strategic traffic is routed around Aberdeen, using the AWPR rather than through it. • Continue to implement the North East Scotland Roads Hierarchy to encourage people and goods to route into Aberdeen by the most appropriate routes and the city centre to become a destination. • Substantially improve provision for public transport and active travel on key radial corridors, in line with the recommendations and findings of the multi-modal corridor studies. • Make use of VMS, GIS, APPs and other mapping

through route.	software to provide real time travel information and encourage users to route around and access the city by the most appropriate means. • Continue to provide, enhance and promote interchange points along the route of the AWPR to encourage users to park on the edge of the city and route to and from the city centre by a more sustainable means • Continue to identify further measures to 'lock in' the benefits of the AWPR
23: Shipping and Ferry Services – To work with partners to ensure that Aberdeen's Harbours remain world-class, able to grow their national and international trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic, as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users.	• Support measures to improve accessibility to Aberdeen Harbour for passengers and freight, encouraging access by sustainable means. Particular attention should be given to links between the ferry, bus and rail terminals and the city centre. • Support Aberdeen Harbour Board in the development of Aberdeen South Harbour at Nigg Bay, including identification of infrastructure required to ensure the Nigg site is viable. • Work with partners to take forward access improvements for freight and passengers to Nigg Bay including measures to encourage sustainable and active travel to and from the site. • Support Nestrans to deliver their proposals within the RTS as part of their Connections by Sea proposals for action. • Support and encourage measures which see the reduction of emissions from the harbour, its operations and supporting infrastructure.
24: Air Services – To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.	• Support the future growth and extension of Aberdeen International Airport. • Support Nestrans to deliver their aspirations for frequency of services and support for key aviation routes as part of the RTS. • Continue to improve surface access to the Airport by all modes of transport. • Support Aberdeen International Airport in delivering an up to date Surface Access Strategy to ensure commitment to improving modal choice to/from the airport. • Use the findings from the A96 and A947 Multi-Modal Corridor studies to inform future access to the airport.
25: Freight – To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.	• Implement elements of the Nestrans Freight Action Plan including actions related to addressing congestion, consideration of traffic management in local areas, providing real time routing information, cleaner fleet schemes, reducing incidents between vulnerable uses and access delivery. • Continue to encourage the transfer of freight from road to more sustainable modes such as rail and sea. • Seek to minimise HGV use of minor roads through implementing the North East Scotland Roads Hierarchy Study and findings of multi-modal corridor studies.

	• Encourage road freight, not destined for or originating in Aberdeen, to use the AWPR rather than route through the city. • Encourage the use of alternative vehicles and fuelled technology for making deliveries in the city.
26: Travel Awareness and Information – With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network.	• Continue to work with partners to provide a "one stop shop" for sustainable transport information in the form of the Getabout partnership and engage with people through Events, publicity campaigns and social media. • Support and further investigate the use of smart travel apps as a means of as a means of making people aware of travel information and modes in the city. • Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience. • Work with partners to encourage sustainable commuting with competitive initiatives and "gamification" such as a Commuter Challenge, encouraging individual businesses to aim for net zero commutes. • Continue to gather data to monitor usage of the transport network and the opinions of users of it and use this to inform future improvements to it. Identify and fill any data gaps.
27: Land Use Planning – To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.	• Ensure that new developments are accessible by a range of modes of transport and prioritise access and permeability by sustainable modes. • Encourage movement within and between developments which supports the local living concept and discourages travel by private car. • Ensure that all new developments demonstrate that sufficient measures have been taken to minimise traffic generation through Transport Assessments, Travel Plans and Travel Packs and appropriate on-site measures. • Require developers to contribute towards appropriate off-site transport measures, particularly where new development is adding further pressure to the transport network. • Ensure maximum car parking standards are not exceeded in all new developments and provide people with alternatives to owning a car. • Encourage implementation of Home Zones and low/no car housing where appropriate. • Encourage development of brownfield sites and mixed use communities in recognition of their ability to reduce travel distances. • In the case of several individual developments taking place in an area over a period of years, use Masterplans to ensure appropriate infrastructure and services, including transport, are provided for the whole development area.

	• Ensure that the Transport Policies and Guidance within the Local Development Plan facilitate the sustainable movement of people and goods, support efficient land use and match the vision, objectives, policies and actions in the LTS. • Investigate ways to improve sustainable transport connections to existing key destinations such as the Beach and TECA. • Examine options that will connect new housing developments with existing and future employment areas and other significant trip generators.
28: Travel Plans – To ensure that the transport impact of existing and new developments in Aberdeen are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City.	• Introduce Local Planning Guidance requiring developers to implement measures which will reduce dependence on car travel. • Continue to require all significant developments in the City to be accompanied by a Travel Plan to demonstrate how the impact of that development on the surrounding transport network will be minimised. • Require Travel Packs to be issued to residents of new housing developments and staff in new office developments in the City. • Encourage the widespread implementation of voluntary Travel Plans for schools, housing developments and workplaces. • Revise and implement the Council's own Travel Plan as an example of best practice in the City. • Promote and facilitate 'smarter' working and measures to reduce the need to travel, including promotion of remote and flexible working practices, the use of video- and web-conferencing technologies and the increased implementation of Wi-Fi facilities across the City. • Identify resources to ensure that Travel Plans are monitored and enforced to maintain momentum and ensure effectiveness beyond the initial implementation of a development. • Continue to work with partners through the Getabout partnership to promote and make travel planning guidance available in the city.
29: City Centre and Beach – Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.	• Adopt the transport elements of the refreshed City Centre Masterplan and Beach Masterplans with particular emphasis on improving active travel and public transport links between the city centre and beach and between North Dee and George Street. • Increase the pedestrian experience in the core city centre area and increase space for those walking, wheeling and cycling. • Improve access to the city centre and facilitate interchange points to allow people to travel into the city centre by the most sustainable modes. • Increase space for other uses (e.g. street cafes, events). • Reduce the detrimental impact of motor vehicles on the city centre and beach environment.

	• With partners, explore and implement ways to increase city centre footfall without detrimental impacts on congestion and air quality. • Ensure that city centre residents still have access to transport choices without the need to own a private car. • Encourage deliveries to be made to the city centre and Beach without detrimental impact on congestion and air quality.
30: Biodiversity and Green Space – Improve accessibility to open spaces in Aberdeen and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.	• Take opportunities to improve and create new habitats as part of transport improvement schemes. • Changes to transport infrastructure should not only respect the character of all landscapes and reduce the negative effects of transport upon them but should also protect, conserve and enhance wildlife, habitats and landscapes. • Integrate the LTS with other strategies and actions contained within the Open Space Strategy, Nature Conservation strategy, Net Zero Aberdeen Natural Environment Strategy and Tree and Woodland Strategic Implementation Plan. • Ensure access to green space is enabled and in ways which encourage the usage of active and sustainable transport to get there. • Support national commitment locally to halt biodiversity loss by 2030. • Add to, utilise and link to blue and green infrastructure as part of transport improvement schemes.
31: Traffic Management and Road Safety – To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.	• Continue to work with Partners to deliver the Road Safety Plan ambition of 50% reduction in people killed and 50% reduction in people seriously injured by 2030 and 60% reduction of under 16s killed and 60% reduction in under 16s seriously injured by 2030 • Continue to implement a combination of encouragement, enforcement, education and engineering measures to improve road safety and reduce casualty levels for all groups across the City. • Continue to implement road safety improvements including traffic calming schemes and 20mph zones in order to reduce speeds aimed at minimising casualties and will ensure that such schemes improve safety and encourage more pedestrians and cyclists. • Investigate the implementation of Traffic-Free Zones and Low Traffic Neighbourhoods, to protect residential amenity, reduce noise and air pollution and the impact of traffic on communities. • Continue to undertake an annual collision scan to identify hotspots or routes giving concern and from that do more in-depth analysis of all categories of accidents and users, and then determine whether traffic management interventions are appropriate. • Continue to ensure that infrastructure improvements are taken forward which encourage all abilities of user

	of active and sustainable travel to feel safe in using it. • Continue to use the Council website, social media and literature to promote the importance of all transport network users being respectful to each other and ensuring that vulnerable road users are protected.
32: Enforcement – To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.	• Bus lane enforcement cameras will continue to be managed to prosecute unauthorised drivers who enter bus lanes and pass through bus gates during operating hours. As per the Scottish Government legislation the Council will continue to invest any revenue into delivering LTS objectives and actions. • To ensure greater enforcement the Council will adhere to urban clearway principles in sensitive locations with a strict 'no stopping regime' except for buses at certain times of the day. • The Council will continue to address indiscriminate parking outside schools with Police Scotland and will work with Parent Teacher Associations to identify where traffic management solutions could improve safety around schools. • The Council will support the implementation of speed cameras where appropriate to improve levels of safety. The Council will also support the use of average speed cameras where appropriate. • The Council will work with partners to ensure the continued maintenance of CCTV for safer and more secure journeys linked to ITS across the City to facilitate movement of traffic. • In Line with the Transport (Scotland) Act 2019, the Council will enforce instances of Pavement Parking. • The Council will continue to encourage members of the public to report badly and illegally parked and abandoned vehicles.
33: School Travel and Young People – To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them.	• Publish and promote the Council's School Travel Planning Guidance. • Encourage and support the development of School Travel Plans including identification of safer routes to schools as well as pick up and drop off points for all new and existing schools. • Continue to encourage travel planning initiatives such as walking buses and park and stride schemes in schools. • Promote Best Practice examples of school travel initiatives and encourage knowledge transfer between schools. • Consider traffic management solutions such as footway widening, improved crossing, School Travel Zones, Safe School Zones and car-free zones outside schools. • Continue to work with schools on targeted promotional campaigns to encourage more pupils to travel by active modes of transport. • Continue to facilitate active travel journeys through

	physical changes, such as improving safe routes to school for those travelling on foot, by bike or by scooter and improving cycle and scooter parking facilities at schools where required. • Continue to take advantage of external funding opportunities for school travel projects when they arise, especially ones which promote and encourage active travel. • Maintain mandatory or part-time 20mph speed limits outside all schools and ensure these are in place outside any new schools that are built. • Encourage all primary schools to deliver Bikeability Scotland training so that all our young people have the skills and knowledge required to cycle safely on today's roads. • Continue to provide statutorily required transport services to schools and to support and promote the national youth concessionary travel scheme for those under 22 years old along with any local ticketing arrangements. • Continue to support National initiatives, such as the Hands Up Survey, which provide annual monitoring data for travel to school. • Continue to investigate ways to give children access to bikes.
34: Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.	• Continue to support the rollout of high speed broadband to enable people to work more flexibly. • Continue to ensure that, where possible, when new infrastructure is built, supporting infrastructure for future proofing (such as ducting) is built in. • Continue to explore opportunities to work with partners to further develop the Smart Travel App concept and its evolution into a Mobility as a Service platform. • Continue to investigate opportunities to work with partners to trial new technologies to further develop the transport network and its capabilities. • Continue to use technology to better monitor and understand the usage of the transport network and to engage with its users. • Continue to work with partners and monitor changes in legislation which may facilitate new technologies which could impact upon the transport network. • Investigate the feasibility of developing mobility/ transport hubs within Aberdeen City.
35: ITS – To expand the use of ITS in Aberdeen in order to improve the efficiency and understanding of the transport network in the City.	• The Council will use Intelligent Transport System (ITS) technology to improve network efficiency and manage traffic flow through transport corridors. • The Council will further develop ITS to give priority to particular types of vehicles or road user, where appropriate. • The Council will use ITS to provide reliable travel information to road users, so that they can make informed decisions before and during their journey.

	• The Council will explore opportunities to update the travelling public on environmental conditions within the city centre. • The Council will further develop a Journey Time Monitoring System. • The Council will continue to develop back office systems that mean all ITS systems will be connected through a common database. • The council will look to extend ITS functionality into other platforms such as Smart Travel Apps.
36: Road, Carriageway and Footway Maintenance – To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance.	• Seek increased investment in roads maintenance and lobby the Scottish Government for funding to support the Council's efforts to address the historic backlog in Aberdeen. • Seek to increase investment in the maintenance of footways and cycleways across the City. • Continue to undertake maintenance works in accordance with appropriate legalisation and guidance. • Prevent roads maintenance schemes occurring simultaneously when these are likely, in combination, to have a significant detrimental effect upon the travelling public. • Seek to ensure that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes and continue to lobby funders for this. • Ensure that the designs, construction and materials used for new and improved schemes minimise the need for future maintenance. • Continue to update the Roads Asset Management Plan (RAMP). • Prioritise and undertake repairs to reported road defects. • Work to encourage other Roads Authorities to maintain a high standard of road and footway maintenance for the travelling public. • Ensure that clear communications, both in advance and during works, are carried out to users of the transport network.
37: Winter Maintenance – To ensure the safe movement of users of Aberdeen's transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.	• Continue to undertake winter maintenance operations and examine opportunities to achieve Best Value through partnership working. • Lobby for further investment in winter maintenance relative to the needs of the North East climate. • To continue to review and publish a Winter Maintenance Service Plan on an annual basis. • Provide a standard of service on the Council's public roads which will permit safe passage of vehicles, cyclists and pedestrians on main routes appropriate to the prevailing weather conditions. • Establish a pattern of working which will minimise delays and diversions due to winter weather as far as is reasonably practical.

	• Respond to cases of serious hardship during extended periods of severe weather. • Ensure that winter maintenance information is communicated to users of the transport network through a range of means and in a timely fashion.
38: Structures – To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications.	• Work to increase investment in structural maintenance and repairs across the City to continue to address backlogs. • Continue to inspect, assess and maintain all structures in accordance with the Code of Practice for Bridge Management. • Where new bridges are required, strive to develop structures that complement the surrounding environment and improve access for the greatest number of users. • Ensure that the designs, construction and materials used for new and improved schemes minimise the need for future maintenance. • Seek to ensure that the development of new infrastructure, such as cycleways, is matched by specific funding allocations for maintenance purposes and continue to lobby funders for this.
39: Resilience – To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions.	• Continue to assess flood defences throughout the City. • Continue to assess areas at risk from flooding. • Implement a range of hard and soft engineering measures to deal with flood risk management and mitigation and ensure that the designs, construction and materials used for new and improved schemes maximise the resilience of schemes against flooding. • Continue the maintenance programme to clear blocked drains and inspection of water courses. • Ensure that the designs, construction and materials used for new and improved schemes maximise the resilience of schemes against flooding. • Learn from the COVID-19 global pandemic and, with partners, identify improvements to the transport system which allow it to be more resilient and work to achieve funding for them. • Ensure that resilience forms part of the justification for improving active travel infrastructure. • Ensure that travel information is available to people by a range of quick, easily updated methods in order to respond to unforeseen circumstances. • Ensure that roads and pavements are repaired promptly and appropriately as part of utilities works, and with appropriate coordination to avoid repetitive roadworks on the same stretch of the network. • Ensure inspections are carried out by ACC and road defects associated with roadworks/ utility operations are identified and reported. • Ensure that temporary closures make provision for cyclists and pedestrians.

40: Lighting – Ensure that Aberdeen's lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances.	• Continue to increase levels of funding for the City's lighting infrastructure. • In compliance with the Council's Climate Change Plan, continue to replace lighting systems with modern energy efficient equipment and ensure new developments use this. • Consideration of lower lighting levels or reduced operating hours of lighting in low priority areas. • Continue to use alternatives to traditional lighting columns where appropriate, such as solar studs, to reduce environmental impact. • Continue to explore options to broaden the value of the city's lighting network such as electric vehicle charging and monitoring equipment. • Continue to explore ways to reduce the make the lighting network less energy intensive.
41: Monitoring – Ensure that the objectives and outcomes of the Aberdeen LTS are monitored with suitable sources and indicators.	

3 National Site Network

The National Site Network sites with the potential to be significantly affected by transport in Aberdeen City are listed in Table 3.1. The criteria used for the selection of sites are:

- the effect on the aquatic environment;
- the effect on mobile species;
- their vulnerability to recreational pressure;
- their potential to be affected by increased development; and
- the effects on the coast.

Table 3.1: National Site Network sites relevant to Aberdeen

	National sites	Effect on aquatic environment	Effect on mobile species	Vulnerable to recreational pressure	Affected by increase in amount of development	Effect on supporting coastal habitats
1	River Dee SAC	√		√	√	
2	Ythan Estuary, Sands of Forvie and Meikle Loch SPA	√	√	√	√	√
3	Loch of Skene SPA		√		√	
4	Moray Firth SPA	√	√	√	√	
5	Berwickshire and North Northumberland Coast SAC		√			
6	Isle of May SAC		√			
7	Montrose Basin SPA		√	√		
8	Fowlsheugh SPA		√			

3.1 Description of National Site Network sites

In Table 3.2, these sites are described and analysed in terms of their conservation objectives, qualifying interests, the conditions of the sites, factors influencing the sites and their vulnerability to changes.

Table 3.2: Description of National Site Network sites

Site	Conservation Objectives	Qualifying Interest	Assessed Condition of Site	Vulnerability to change
1. River Dee SAC (2334.48 ha) designated on 17/03/2005	To avoid deterioration of the habitats of the qualifying species, or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained, and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and To ensure for the qualifying species that the following are maintained in the long term: • Population of the species, including range of genetic types for salmon, as a viable component of the site • Distribution of the species within the site • Distribution and extent of habitats supporting the species • Structure, function and	Atlantic salmon (Salmo Salar) (10/09/2004) Otter (Lutra Lutra) (10/09/2004) Freshwater pearl mussel (Margaritifera Margaritifera) (07/08/2003)	Favourable Maintained (21/07/2011) Favourable Declining (06/10/2012) Unfavourable No change (07/08/2003)	Vulnerable to construction related pollution, particularly from fine sediment and increasing pressure due to cumulative increases in water abstraction. Declines of Fresh Water Pearl Mussels have been linked to diffuse and point source pollution, degraded habitat and pearl fishing and it is likely that a combination of these factors were collectively responsible for the population's unfavourable status within the River Dee. RBMP supporting document on River Dee identified abstraction as a potential contributing factor. The site is vulnerable to river engineering works, flood defences and changes in its wider catchment.

	supporting processes of habitats supporting the species • No significant disturbance of the species • Distribution and viability of freshwater pearl mussel host species • Structure, function and supporting processes of habitats supporting freshwater pearl mussel host species.			
2. Ythan Estuary, Sands of Forvie and Meikle Loch SPA (7062.03 ha) designated on 03/12/2020	To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained and To ensure for the qualifying habitat that the following are maintained in the long term: • Population of the species as a viable component of the site • Distribution of the	Little Tern, breeding (Sterna Albifrons) Sandwich Tern, breeding (Sterna Sandvicensis) Lapwing, non-breeding (Vanellus Vanellus) Eider, non-breeding (Somateria Mollissima) Redshank, non-breeding (Tringa Tetanus)	Favourable Maintained (01/08/2012) Favourable Maintained (01/08/2012) Favourable Maintained (18/08/2012) Favourable Declining (21/08/2012) Favourable Maintained (19/10/2012)	The site is influenced by tourism, leisure developments, onshore wind, micro renewables and other developments. Terns are considered to be sensitive to disturbance created by construction activity. Vulnerable to effects of eutrophication on the estuary and its flora and fauna. Key issues include species and habitat disturbance, predation, recreational impacts and eutrophication. New

	species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species • Make an appropriate contribution to achieving the aims of the Birds Directive for each of the qualifying species.	Common Tern, breeding (Sterna Hirundo) Pink-footed Goose, non-breeding (Anser Brachyrhynchus) Waterfowl assemblage non-breeding	Unfavourable No change (01/08/2012) Favourable Maintained (06/11/2012) Favourable Maintained (19/10/2012)	developments within port and harbour limits pose a risk to the conservation objectives because of the sensitivities of terns to disturbance. The SPA covers a complex area of sand dunes, shingle, saltmarsh, mudflats, sandbanks and other coastal habitats. The Ythan itself has a long, narrow estuary with the Sands of Forvie lying on the north bank. The SPA encompasses the marine waters within three kilometres of the coast stretching from Aberdeen harbour northwards to Cruden Bay. These are relatively shallow, with sandy sediments dominating the seabed. The seas off this coastline support a wide diversity of fish species. Sandwich Tern and Little Tern nest in the dune systems at the Sands of Forvie and on the beach at

				the mouth of the Ythan. The estuary and adjacent coastal waters close to their nesting grounds provide important feeding grounds for these breeding populations.
3. Loch of Skene SPA (121.76 ha) designated on 01/10/1986	To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term: • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species	Greylag Goose, non-breeding (Anser Anser) Goosander, non-breeding (Mergus Merganser) Goldeneye, non-breeding (Bucephala Clangula)	Unfavourable Declining (01/03/2014) Unfavourable Declining (01/03/2014) Favourable Maintained (01/03/2014)	The site has been subject to onshore wind and housing development applications. Loch subject to sailing activities, sports fishing and wildfowling. Key issues include potential for increased or redistributed human population, increasing recreational pressure on the SPA itself and loss of land used by geese to forage/roost

	• No significant disturbance of the species			
4. Moray Firth SAC (151273.98 ha) designated on 17/03/2005	To avoid deterioration of the qualifying habitat thus ensuring that the integrity of the site is maintained, and the site makes an appropriate contribution to achieving favourable conservation status for each of the qualifying features; and To ensure for the qualifying habitat that the following are maintained in the long term: • Extent of the habitat on site • Distribution of the habitat within site • Structure and function of the habitat • Processes supporting the habitat • Distribution of typical species of the habitat • Viability of typical species as components of the habitat	Subtidal sandbanks Bottlenose Dolphin (Tursiops Truncatus)	Favourable Maintained (12/08/2004) Favourable Recovered (21/09/2016)	Bottlenose dolphin are vulnerable to disturbance, harassment, contamination, reduction of food availability, traumatic death and injury. Accreditation scheme is used for dolphin-watching cruise boats. There are codes of conduct for recreational pleasure craft. A strategy for dumping and dredging activities is also being developed to address these very localised activities adjacent to the coastline. Can be affected by coastal or marine developments generating significant underwater noise. Bottlenose dolphins occur regularly in Aberdeen harbour and along the coast. Piling activities can take place for onshore as well as offshore works and

	• No significant disturbance of typical species of the habitat			generate underwater noise. Underwater noise is a significant issue for Aberdeen harbour expansion project (mainly from blasting), currently under construction
5. Berwickshire and North Northumberland Coast SAC (65226.12ha) designated on 17/03/2005	To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term: • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species	Grey Seal (Halichoerus Grypus)	Favourable Maintained (12/08/2004)	Seal telemetry analysis has shown that grey seals tagged at the Isle of May and Berwickshire SACs have used Nigg Bay. The degree of connectivity between the development area and protected sites is only of a sufficient level to warrant further assessment of the Isle of May population.

	• No significant disturbance of the species			
6. Isle of May SAC (356.64ha) designated on 17/03/2005	To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term: • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species	Grey Seal (Halichoerus Grypus)	Favourable Maintained (12/08/2004)	Seal telemetry analysis has shown that grey seals tagged at the Isle of May and Berwickshire SACs have used Nigg Bay. The degree of connectivity between the development area and protected sites is only of a sufficient level to warrant further assessment of the Isle of May population. Potential impacts to consider were subacoustic noise from construction with potential to result in disturbance, injury and death; vessel movements causing disturbance and possible risk of injury from collision; reduced water quality could be harmful to Seals or impair foraging; impacts to prey species.

7. Montrose Basin SPA (981.19ha) designated on 03/02/1995	To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term: • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species	Dunlin (Calidris Alpina Alpina) Eider (Somateria Mollissima) Greylag Goose (Anser Anser) Knot (Calidris Canutus) Oystercatcher (Haematopus Ostralegus) Pink-footed Goose (Anser Brachyrhynchus) Redshank (Tringa Tetanus) Wigeon (Anas Penelope) Shelduck (Tadoma Tadorna) Waterfowl assemblage	Not Assessed Favourable Declining (31/03/2008) Unfavourable No change (31/03/2008) Unfavourable Declining (01/03/2014) Favourable Maintained (31/03/2008) Favourable Maintained (01/03/2014) Favourable Maintained (01/03/2014) Favourable Maintained (31/03/2008) Not Assessed Favourable Maintained (01/03/2014)	Montrose Basin, at the mouth of the River South Esk, is one of the finest examples of an enclosed estuarine basin in the UK. It is shallow and drains almost completely at low water, exposing a large area of mud and sand flats. 88% of the basin is inter-tidal. Current factors causing loss or decline include – land claim and development; climate change and consequent sea level rise; nutrient enrichment from farmland and waste effluent; marine pollution; human disturbance; bait digging; introduction of non-native species; maintenance dredging; shipping accidents; beam trawlers and scallop dredgers; waste tipping and laying of cable and pipelines. Key issues include effects of development on mobile species, impact on water

				quality, fishing, pollution, recreational activities and marine water pollution.
8. Fowlsheugh SPA (1303.23ha) designated on 25/09/2009	To avoid deterioration of the habitats of the qualifying species or significant disturbance to the qualifying species, thus ensuring that the integrity of the site is maintained; and To ensure for the qualifying species that the following are maintained in the long term: • Population of the species as a viable component of the site • Distribution of the species within site • Distribution and extent of habitats supporting the species • Structure, function and supporting processes of habitats supporting the species • No significant disturbance of the species	Fulmar (Fulmaris Glacialis) Guillemot (Uria Aalge) Herring Gull (Larus Argentatus) Kittiwake (Rissa Tridactyla) Razorbill (Alca Torda) Seabird assemblage	Favourable Maintained (18/06/1999) Favourable Maintained (11/06/1999) Unfavourable Declining (18/06/1999) Favourable Maintained (11/06/1999) Favourable Maintained (11/06/1999) Favourable Maintained (18/06/1999)	There are no significant threats to the interest at present, but it faces long term threats from fisheries and climate change. The site is managed as a nature reserve by the present owners, the RSPB, who have upgraded the public footpath which runs along the clifftop for the benefit of visitors to the colony and provided information boards. The reserve is managed for the benefit of seabird conservation, providing a focus for marine policy initiatives and supplying population data, enhancing visitor experience whilst prioritising the welfare of the birds.

				Summary of Key Issues includes potential tourism impacts, maintenance of visitor numbers and effects of development on mobile species

4 Screening

The first stage of the HRA process is screening, the aim of which is to determine whether any part of the LTS, either individually or in combination with other plans or projects, is likely to have a significant effect on any of the National Site Network sites listed in Table 3.2. In doing so, those aspects of the plan which would be unlikely to have a significant effects are eliminated from further consideration.

4.1 Screening the Objectives

Aspects of the Strategy can be screened out on the basis of the following considerations:

- They are general policy statements;
- It is not possible to identify effects on any particular National Site Network site because proposals are too general;
- Projects are referred to in, but not proposed by, the LTS;
- They are elements of the LTS that are intended to protect the natural environment,
- They are elements of the LTS which will not in themselves lead to development or other change;
- They are elements of the LTS which make provision for change, but which could have no conceivable effect because of the absence of a link or pathway between the plan and National Site Network sites;
- They are elements of the LTS which make provision for change, but effects are likely to minimal; or
- They are elements of a plan that could have no likely significant effect on a site, alone or in combination with other aspects of the same plan, or with other plans or projects

Table 4.1 comprises the first part of the screening process whereby proposed policies and sites are screened in or out of the assessment with reference to the above considerations.

Table 4.1: Screening Vision, Objectives and Policies

Vision, Objectives and Policies	PPS likely to have significant effects	General policy statements	Projects not generated by this PPS	Protective, enhancement and conservation policies	Does not generate development and change	Provision of change with no link or pathway to qualifying features	Provision of change with no or minimal effects	Too general nature of PPS with no information on where, how, or when of implementation	Screen In/Out
Vision: A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City		X		X				X	Out
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen		X		X				X	Out
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare		X		X				X	Out
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.		X						X	Out
TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.		X						X	Out
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive		X						X	Out
TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather		X						X	Out
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.		X						X	Out

TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen		X						X	Out
Policy 1: Climate Change Mitigation and Adaption						X		X	Out
Policy 2: Air Quality				X				X	Out
Policy 3: Noise Quality				X					Out
Policy 4: Reducing the Need to Travel		X						X	Out
Policy 5: Walking and Wheeling	X								In
Policy 6: Cycling	X								In
Policy 7: Bus								X	Out
Policy 8: Aberdeen Rapid Transit								X	Out
Policy 9: Park and Ride								X	Out
Policy 10: Strategic Rail Network						X		X	Out
Policy 11: Community and Demand Responsive Transport						X			Out
Policy 12: Coaches						X			Out
Policy 13: Taxis and Private Hire Vehicles						X			Out
Policy 14: Car Sharing					X				Out
Policy 15: Car Clubs						X			Out
Policy 16: Powered Two Wheelers						X			Out
Policy 17: Zero Emission Vehicles				X		X			Out
Policy 18: Parking						X			Out
Policy 19: Demand Management		X						X	Out
Policy 20: Road Improvements								X	Out
Policy 21: Trunk Road Network			X						Out
Policy 22: Aberdeen Western Peripheral Route (AWPR)		X	X					X	Out
Policy 23: Shipping and Ferry Services			X						Out
Policy 24: Air Services			X			X		X	Out
Policy 25: Freight			X						Out
Policy 26: Travel Awareness and Information							X		Out
Policy 27: Land Use Planning								X	Out
Policy 28: Travel Plans						X			Out

Policy 29: City Centre and Beach		X		X					Out
Policy 30: Biodiversity and Green Space				X					Out
Policy 31: Traffic Management and Road Safety							X	X	Out
Policy 32: Enforcement						X	X		Out
Policy 33: School Travel and Young People							X		Out
Policy 34: New Technologies and Initiatives		X						X	Out
Policy 35: Intelligent Transport Systems (ITS)						X			Out
Policy 36: Road, Carriageway and Footway Maintenance								X	Out
Policy 37: Winter Maintenance								X	Out
Policy 38: Structures								X	Out
Policy 39: Resilience	X								In
Policy 40: Lighting				X					Out

4.2 Screening for LSE on National Site Network Sites

In the next stage of the process, those objectives that have been screened in are subject to a second round of screening. This stage also considers in-combination effects, both with other elements of the LTS (including aspects already screened out) and with other PPS already approved by Aberdeen City Council or other neighbouring local authorities. Taking this information into account, a conclusion is reached as to whether or not these objectives will have a Likely Significant Effect (LSE) on any National Site Network site. Those judged to have no LSE are eliminated from the assessment, while those that will have LSE proceed to the next stage of the assessment.

4.3 Risk of LSE

Table 4.2 summarises the assessment undertaken to ascertain whether any of the screened in policies will have an LSE on any National Site Network site, either individually or in-combination with other objectives or PPSs.

Table 4.2 Risk of LSE from LTS Objectives

	Policies		
	5: Walking and Wheeling	**6: Cycling**	**39: Resilience**
River Dee SAC	D, RI, EoN, EoP – Any improvements or additions to the walking and wheeling environment around the River Dee could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the river could also lead to disturbance to species resulting from noise, vibration and pollution	D, RI, EoN, EoP – Any improvements or additions to the cycling environment around the River Dee could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the river could also lead to disturbance to species resulting from noise, vibration and pollution	D, EoP, EoN – Implementation of engineering measures to alleviate flood risk in the vicinity of the River Dee could lead to disturbance to the qualifying features of the SAC resulting from a temporary increase in noise and vibration and potential pollution
Ythan Estuary, Sands of Forvie and Meikle Loch SPA	D, RI, EoN, EoP – Any improvements or additions to the walking and wheeling environment around the Ythan Estuary, Sands of Forvie and Meikle Loch could lead to an increased recreational	D, RI, EoN, EoP – Any improvements or additions to the cycling environment around the Ythan Estuary, Sands of Forvie and Meikle Loch could lead to an increased recreational impact and disturbance	No impact

	impact and disturbance to the qualifying features. Construction activities in the vicinity of these areas could also lead to disturbance to species resulting from noise, vibration and pollution	to the qualifying features. Construction activities in the vicinity of these areas could also lead to disturbance to species resulting from noise, vibration and pollution	
Loch of Skene SPA	D, RI, EoN, EoP – Any addition to the walking and wheeling environment around the Loch of Skene could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the Loch could also lead to disturbance to species resulting from noise, vibration and pollution	D, RI, EoN, EoP – Any addition to the cycling environment around the Loch of Skene could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the Loch could also lead to disturbance to species resulting from noise, vibration and pollution	
Moray Firth SPA	No impact	No impact	D, EoP, EoN - Implementation of engineering measures to alleviate flood risk around the coast could lead to disturbance of the

			qualifying features of the SAC resulting from noise, vibration and potential pollution
Berwickshire and North Northumberland Coast SAC	No impact	No impact	D, EoP, EoN - Implementation of engineering measures to alleviate flood risk around the coast could lead to disturbance of the qualifying features of the SAC resulting from noise, vibration and potential pollution
Isle of May SAC	No impact	No impact	No impact
Montrose Basin SPA	D, RI, EoN, EoP – Any addition to the walking and wheeling environment around the Montrose Basin could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the	D, RI, EoN, EoP – Any addition to the cycling environment around the Montrose Basin could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the Basin could also lead to	D, EoP, EoN - Implementation of engineering measures to alleviate flood risk around the basin could lead to disturbance of the qualifying features of the SAC resulting from

		Basin could also lead to disturbance to species resulting from noise, vibration and pollution	disturbance to species resulting from noise, vibration and pollution	noise, vibration and potential pollution
Fowlsheugh SPA		D, RI, EoN, EoP – Any addition to the walking and wheeling environment around Fowlsheugh could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the site could also lead to disturbance to species resulting from noise, vibration and pollution	D, RI, EoN, EoP – Any addition to the cycling environment around Fowlsheugh could lead to an increased recreational impact and disturbance to the qualifying features. Construction activities in the vicinity of the site could also lead to disturbance to species resulting from noise, vibration and pollution	No impact
In-Combination Effects		Plans and Policies listed in Appendices 1 and 2.	Plans and Policies listed in Appendices 1 and 2.	Plans and Policies listed in Appendices 1-3
Risk of LSE		Yes	Yes	Yes
Key	HL – Habitat Loss D- Disturbance RI – Recreational Impact EoP – Effects of Pollution EoN – Effects of Noise			

4.4 Summary of Screening and Mitigation Applied

The second screening exercise undertaken on the screened in objectives has therefore identified that there remains a risk of significant adverse effects on all of the National Site Network sites described above, either alone or in combination with other objectives and PPSs, should these objectives and their accompanying actions be implemented.

In terms of the Moray Firth SAC, these effects relate to potential disturbance to bottlenose dolphins resulting from a proposed increase in freight shipping in the North Sea, and any potential flood defences to be installed along the coastline.

With regard to the Berwickshire and North Northumberland Coast SAC, the effects relate to potential disturbance to Grey Seals resulting from any potential flood defences to be installed along the coastline.

In relation to the Isle of May SAC, these effects also relate to potential disturbance to Grey Seals, but in this case, it would be resulting from a proposed increase in freight shipping in the North Sea,

Regarding the River Dee SAC and Montrose Basin SPA, the effects largely relate to potential construction and maintenance activities in the vicinity of the site which could cause disturbance to the qualifying features by increasing noise and vibration while works are taking place. Such activities could also potentially lead to pollution of the site.

Finally, in terms of the Ythan Estuary, Sands of Forvie and Meikle Loch SPA, Loch of Skene SPA and the Fowlsheugh SPA, the effects largely relate to the potential for increased recreational impact causing disturbance to the qualifying features. In addition, the potential for construction and maintenance activities in the vicinity of the site could also cause disturbance to the qualifying features by increasing noise and vibration while works are taking place.

Aberdeen City Council is therefore obliged either to amend the LTS or incorporate mitigation measures to ensure that the integrity of the SACs is not adversely affected.

In mitigating the effects of the Strategy, choices can be made from the following alternatives:

- Deleting the proposal or policy that may cause the LSE;
- Changing the nature or type of a potentially damaging proposal;
- Reducing the scale of the potentially damaging provision;
- Relocating or altering the spatial distribution of the potentially damaging provision;
- Phasing or timing of a proposal so that its possible effects can be adequately managed over time;
- Programming a proposal so that it is dependent on key infrastructure provision or upgrading;

- Requiring buffer zones to be put in place; and
- Requiring lower tier plans to undertake HRAs, SEAs (Strategic Environmental Assessments) or EIAs (Environmental Impact Assessments).

A summary of the mitigation measures proposed for those objectives and actions still judged as having an LSE is provided in Table 4.3 below.

Table 4.3 Initial Mitigation

Aspects of LTS likely to have significant effects	Nature of LSE	Mitigation measures	Any persisting risk of LSE?
5: Walking and Wheeling	River Dee – D, RI Ythan Estuary, Sands of Forvie and Meikle Loch – D, RI Loch of Skene – D, RI Montrose Basin – D, RI Fowlsheugh – D, RI	We cannot delete the policy, change its nature or reduce its scale as promoting active travel is at the heart of the LTS and will bring many other necessary benefits, including environmental benefits (improved air quality, fewer carbon emissions). The following mitigation measures will therefore apply: • Development of active travel routes in the vicinity of these sites will be phased to ensure that effects can be adequately managed over time; • Soft, rather than hard, engineering measures will be pursued wherever feasible and appropriate; • Buffer strips will be put in place; and • Any major projects in the vicinity of these sites will be subject to their own assessment (HRA/EIA) to ensure effects are fully mitigated.	No
6: Cycling	River Dee – D, RI Ythan Estuary, Sands of Forvie and Meikle Loch – D, RI Loch of Skene	We cannot delete the policy, change its nature or reduce its scale as promoting active travel is at the heart of the LTS and will bring many other necessary benefits, including environmental benefits (improved air quality, fewer carbon emissions). The following mitigation measures will therefore apply: • Development of active travel routes in the vicinity of these sites will be phased to ensure that effects can be adequately managed over time; • Soft, rather than hard, engineering measures will be pursued wherever	No

	– D, RI Montrose Basin – D, RI Fowlsheugh – D, RI	feasible and appropriate; • Buffer strips will be put in place; and • Any major projects in the vicinity of these sites Dee will be subject to their own assessment (HRA/EIA) to ensure effects are fully mitigated.	
39: Resilience	River Dee SAC – D, EoP, EoN Moray Firth SAC - D, EoP, EoN Berwickshire and north Northumberland Coast SAC – D, EoP, EoN Montrose Basin – D, EoP, EoN	We cannot delete the policy, change its nature or reduce the scale as robust flood defences are essential for ensuring the safety of the travelling public and for the protection of our material assets. The following mitigation measures will therefore apply: • Works will be phased so that effects can be adequately managed over time; • Soft, rather than hard, engineering measures will be pursued wherever feasible and appropriate; • Buffer strips will be provided; and • Major projects will be subject to their own assessment (HRA/EIA) to ensure effects are fully mitigated.	No

5 Conclusion

Following the screening of the Aberdeen Local Transport Strategy 2023-2030 and the application of mitigation measures, we can conclude that the LTS is not likely to have a significant effect on any of the National Site Network sites listed in this assessment, either alone or in combination with other aspects of the same plan or other plans or projects. No further appropriate assessment will be undertaken.

Appendices

Appendix 1 – Plans and Projects with In-Combination Effects on the National Site Network Sites

- Aberdeen City and Shire Strategic Development Plan
- Aberdeen Local Development Plan
- Aberdeenshire Local Development Plan
- Moray Development Plan
- Nestrans Regional Transport Strategy
- Aberdeen Core Paths Plan
- Aberdeen Western Peripheral Route
- Aberdeen Offshore Windfarm
- Nigg Bay (Harbour) Development Framework

Appendix 2 – All Policies with Potential In-Combination Effects on the River Dee SAC

- Policy 5: Walking and Wheeling
- Policy 6: Cycling
- Policy 8: Aberdeen Rapid Transit
- Policy 10: Strategic Rail Network
- Policy 20: Road Improvements
- Policy 21: Trunk Road Network
- Policy 22: Aberdeen Western Peripheral Route
- Policy 36: Road Carriageway and Footway Maintenance
- Policy 37: Winter Maintenance
- Policy 38: Structures
- Policy 39: Resilience

Appendix 3 – All Policies with Potential In-combination Effects on the Ythan Estuary, Sands of Forvie and Meikle Loch SPA

- Policy 5: Walking and Wheeling
- Policy 6: Cycling

Appendix 4 – All Policies with Potential In-combination Effects on the Loch of Skene SPA

- Policy 5: Walking and Wheeling
- Policy 6: Cycling
- Policy 27: Land use Planning

Appendix 5 – All Policies with Potential In-combination Effects on the Moray Firth SAC

- Policy 23: Shipping and Ferry Services
- Policy 25: Freight
- Policy 39: Resilience

Appendix 6 – All Policies with Potential In-combination Effects on the Berwickshire and North Northumberland Coast SAC

- Policy 23: Shipping and Ferry Services
- Policy 25: Freight
- Policy 39: Resilience

Appendix 7 – All Policies with Potential In-combination Effects on the Isle of May SAC

- Policy 23: Shipping and Ferry Services
- Policy 25: Freight

Appendix 8 – All Policies with Potential In-combination Effects on the Montrose Basin SAC

- Policy 5: Walking and Wheeling
- Policy 6: Cycling
- Policy 20: Road Improvements
- Policy 23: Shipping and Ferry Services
- Policy 25: Freight
- Policy 27: Land use Planning
- Policy 36: Road Carriageway and Footway Maintenance
- Policy 38: Structures
- Policy 39: Resilience

Appendix 9 – All Policies with Potential In-combination Effects on the Fowlsheugh SPA

- Policy 5: Walking and Wheeling
- Policy 6: Cycling
- Policy 20: Road Improvements
- Policy 27: Land use Planning
- Policy 36: Road Carriageway and Footway Maintenance

Appendix 6

HEALTH IMPACT SCOPING OF ABERDEEN LOCAL TRANSPORT STRATEGY (2023 – 2030)

Background

Aberdeen City have developed a draft local transport strategy (LTS) that considers the transport needs of the local authority area and sets out a high-level plan to meet these between 2023 – 2030, through strategic decision making, investment and co-ordinated actions with the potential to deliver positive outcomes beyond 2030.

The LTS has been developed in the context of regional and national transport strategies that link to wider strategy and policy around climate and sustainability, planning, economic growth, health, and equalities. The draft LTS has been developed using a Scottish Transport Appraisal Guidance (STAG) based approach, a Scottish Government tool that supports use of best practice guidance, and in consultation with the public. Potential co-benefits to climate and sustainability, health, placemaking, and the economy supported by the adopt emergent technology are key drivers that could support change.

The LTS sets a vision for "A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilities healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our city." This vision is further developed through eight transport planning objectives:

1. Climate and Environment: Reduce the negative impact of transport on the climate and the environment in Aberdeen.
2. Health: Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare.
3. Safety: Improve the safety of the Aberdeen transport network and reduce safety issues for users.
4. Economy: Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.
5. Accessibility/ inclusivity/ user-friendly: Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.
6. Resilience: Ensure the Aberdeen transport network is more resilient and can

react to unplanned circumstances and extreme weather.
7. Technology: Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.
8. Modal Shift: Reduce the need to travel and reduce dependency on the private car in Aberdeen.

The transport planning objectives are linked to fourteen outcomes up to 2030 and a further sixteen outcomes beyond 2030. Outcomes up to 2030 focus on reducing car journeys and car km travelled in Aberdeen, reducing emissions from cars and vans, as well as larger vehicles such as buses, improving air quality and removal of Air Quality Management Areas in Aberdeen and a reduction in children and adults killed or seriously injured using the transport network. Further outcomes focus on resilience and maintenance of the transport network, improved interchanges with opportunities to switch mode, improved accessibility, improved access to healthcare, improved information about the network for users and planners, and early adoption of supportive technology.

Policies, linked to transport planning objectives are detailed across forty areas. These include climate, air and noise quality, reducing the need to travel, active travel, public transport, shared vehicles, low carbon vehicles, parking, roads, shipping and ferry services, air services, freight, travel awareness and information, land use planning, travel plans, City Centre, Biodiversity and green space, traffic management and road safety, enforcement, school travel and young people, new technologies initiatives, intelligent transport systems[1], road, carriageway and footway maintenance, winter maintenance, structures, resilience, contingency planning and utilities and lighting.

A supporting spatial narrative makes the case for strategic traffic to be routed around rather than through Aberdeen city centre enabling the city centre to become a destination rather than route. It also presents the need to make the key corridors between the city centre and the periphery "multi-modal," to cater for a wider range of users.

The draft LTS will be subject to a further impacts assessment, including environmental and equalities impact assessments. A draft LTS will be presented to Committee for consideration in August 2023 with a recommendation to take the document out for public and stakeholder

[1] Intelligent Transport Systems (ITS) are a range of tools used for managing the road network, helping road users to make better informed decisions about journey planning and improving the service provided to road users.

consultation for 8 weeks. It is anticipated that a final LTS will be reported back to Committee in Spring 2024.

Summary

This is a report from a virtual workshop held via MS Teams on 29 June 2023 to discuss potential impacts on health of the proposed Aberdeen Local Transport Strategy (LTS).

Workshop participants were from the local authority Aberdeen City Council, Public Health Scotland, NHS Grampian, and NESTRANS. Collectively the group had specialist skills in public health, equalities, planning and transport, and expert knowledge of the locality, including local concerns, needs and priorities, and the policy landscape. They had read and reflected on the draft LTS before the workshop.

Workshop participants agreed with LTS vision. They aimed to use this structured workshop to identify potential impacts, positive, negative and areas of uncertainty, of the LTS if implemented as proposed. A health impact checklist was used in a facilitated discussion to identify how the proposed LTS was likely to affect different populations and health determinants.

This report details **potential** impacts of LTS identified by participants. Further evidence is needed to investigate and support these hypothesised impacts.

This report includes:

- Summary of key points
- Suggestion and recommendations
- Research questions
- Detailed workshop discussion

Summary of Key Points

The discussion included reflections on accessibility, acceptability, availability, and affordability of transport now to identify issues that if addressed could support future delivery of equitable and sustainable transport choices for citizens.

A core function of transport is to provide access to health, social care and other services, education, skills, training and employment, leisure, social and cultural opportunities.

Good transport is a building block for physical and mental health and wellbeing, improves social and economic outcomes, reduces inequalities, and builds social capital. Transport should be considered in wider initiatives in a range of policy areas.

Vulnerable people and groups are more likely to rely on active or public transport. Poorly connected, inaccessible, unreliable, and unresponsive public and active transport routes can contribute to social exclusion and exacerbate inequalities, to the detriment of the whole of society.

Use of active and public transport may be associated with stigma (self, perceived or societal). Normalising active and public transport as healthy, sustainable, and fun choice for people and the planet can challenge stigma. Schools are likely to be an important setting for this.

The LTS should support choice within travel. Choice reflects personal circumstances and journey contexts. As active and public transport are promoted and normalised, people unable to shift modes for all, or part, of their journey should not face stigma or discrimination.

There are barriers to modal shift from solo driver private car use to active and public transport beyond infrastructure. These include affordability, accessibility, and concerns about safety (real or perceived) in public spaces that may affect the acceptability of active and public transport.

Some people and groups may be disadvantaged by the current lack of availability of transport and supporting infrastructure including people incarcerated in, newly released from, or visiting HMP Grampian, people living in remote and rural areas, the Gypsy, Roma and Travelling Community, people living in deprived neighbourhoods and shift workers including those contributing to the night-time economy.

The current 'hub and spoke' model of the transport system does not accommodate lateral journeys so well. Some people and groups, especially women and caregivers, may need to make multi-stop journeys. Where interchanges are required, these should be smooth, feel safe and comfortable.

Integrated ticketing and real-time journey planning could support multi-stop and multi-modal journeys using active and public transport if digital inclusion is considered.

The accessibility of active and public transport is likely to be a key concern for children and young people, older people, and disabled people. Foot and cycle paths may be too narrow, uneven, blocked by parked vehicles or other obstructions, poorly signposted and poorly lit. Lighting, improvements to surfaces and enforcement to keep paths clear could increase accessibility.

Bike hire and recycle schemes offering free or low-cost bikes with Bikeability training to increase capacity and confidence could increase the affordability and acceptability of active transport.

People need accessible information about changes to transport infrastructure and systems, including routes, timetabling, and ticketing. This information must be culturally and linguistically sensitive and consider literacy, numeracy, and digital inclusion. Information must be tailored to need.

Some people and groups may not understand how the transport system or road safety work in Aberdeen, for example refugees, asylum seekers and newly settled Scots. Others may find changes challenging to adjust to, for example older people or people with additional support needs. A support and learning offer is needed.

Modal shift to active and public transport could deliver climate and health co-benefits including increasing physical activity, improved air quality and reduced noise pollution. A reduced volume of traffic may make the city centre more attractive and a safer place for people with fewer accidents.

The low emission zone (LEZ) may disproportionately impact people who rely on private car use for necessary journeys to the city centre, but whose vehicles are non-compliant, such as older people and people living in financial hardship.

There is a risk of 'displacement' with an increase in traffic, air, and noise pollution in areas adjacent to the LEZ zone.

Car share clubs could provide affordable access to LEZ compliant vehicles for people who rely on private car use for necessary journeys to the city centre but do not own a compliant car, but to support the societal transition from fossil fuel to electric vehicles additional central funding may be required to make vehicles and infrastructure affordable.

The promotion of shared spaces for pedestrians, cyclists and vehicles could create conflict. There is a need to (re)educate the public on the highway code and the recent changes to it, so that shared spaces are inclusive and used responsibly. Where possible, routes for pedestrian and cyclists should be segregated to reduce risk.

The airport and harbour contribute to the local and regional economy but also to Greenhouse Gas emissions. Infrastructure to improve surface access to the airport and harbour areas has the potential to increase use of sustainable transport for people and goods. The adoption of emergent technology such as cleaner fuels and vehicles for shipping, air travel and freight haulage, could support net zero climate commitments.

To deliver climate and health co-benefits from increasing access to green and blue spaces, development to improve surface access for sustainable transport should protect green space.

The Aberdeen Western Peripheral Route (AWPR) could reduce traffic volume in the city centre delivering climate and health co-benefits including better air quality, less noise pollution, fewer road traffic collisions that make the city centre, and active transport within it, more attractive, but other interventions are needed to reduce city centre traffic. New infrastructure should protect green spaces, preventing 'in fill' development around the AWPR.

Collecting data to understand how people and goods move could provide information to support planning and implementation. Monitoring the LTS as it is implemented and delivered will allow positive and negative impacts to be identified and mitigating steps taken where necessary.

Suggestions and recommendations

This section of the report summarises suggestions and recommendations that emerged from group discussion. These have the potential to enhance any positive, and mitigate any negative, impacts of the LTS. Considering the needs of different population groups can help target interventions. They are as follows:

Culture change: challenging social norms and stigma

The LTS should support normalisation of the use of active and public transport. Active and public transport should be framed as a healthy, sustainable, and fun choice. Stigma associated with active and public transport use should be challenged. Schools could be an important setting, educating children from an early age, acting as a 'cultural bridge' and anchor institution in local communities.

The LTS should support normalisation of pedestrians and cyclist users being given priority over vehicles. Public information and (re)education are needed to support safe use of shared public spaces for all.

For some people modal shift to active or public transport may have health disbenefits. For others modal shift for part of a journey, or some journeys, may be an achievable incremental change. In promoting active and public transport options and discouraging unnecessary journeys by private cars, people unable to shift modes due to their personal circumstances, must not face stigma or discrimination.

Accessible, available, acceptable, and affordable active and public transport can deliver climate and health co-benefits. No one should be left behind. The LTS should seek to move beyond minimum legislative requirements for disability access. Doing so could increase social inclusion and wellbeing in vulnerable people and groups with visible and hidden disability and reduce inequalities.

Information and communication

Information about local transport services, including any proposed changes to transport infrastructure, modes, routes, or fares, must be timely, accessible, linguistically, and culturally sensitive and tailored to the needs of different population groups.

Accessible actionable information and responsive services must be available to the public so that safety concerns in public spaces, including while using active or public transport, can be raised, and efficiently addressed.

The introduction of e-ticketing, real-time travel information or journey planning for public transport, or schemes to support access to bikes or electric vehicles, must consider digital inclusion.

Transport infrastructure

Active transport infrastructure must be safe, accessible, managed and maintained. Widening and resurfacing of foot and cycle paths, enforcement to reduce pavement parking and other obstructions and street lighting in shared public spaces, could support this.

Walking and cycling routes should be segregated from vehicle routes where possible reducing the risks to those most vulnerable in the event of a collision.

Public transport infrastructure including transport hubs and interchanges should be safe, accessible, managed and maintained. Hubs and interchanges should include infrastructure that can support modal shift/multi modal journeys, for example park and ride or safe bike storage.

Improvements to active and public transport routes should include lateral travel options beyond 'hub and spoke' provision. Routes should be coherent, direct, and facilitate multi-stop journeys. The needs of travellers should be considered. Specific groups include shift workers contributing to the night-time economy and people living in remote and rural areas who may be poorly served by public transport, have higher transport costs, and be at risk of or living in poverty.

Green and blues spaces deliver co-benefits for human and planetary health and must be protected. Brownfield sites should be used for the development of new transport infrastructure where possible. Mitigation may be required to prevent 'in fill' along the proposed Aberdeen Western Peripheral Route.

Developments to improve surface access offering sustainable travel options for people and goods travelling to and from the airport and harbour should protect green spaces. The group noted that National Planning Framework 4 and Net Zero ambitions preclude further airport development.

Affordability of active and public transport

Integrated ticketing, a card system like London's Oyster card, could support multi-stop and multi-modal journeys. Cards that require pre-loading may disproportionately disadvantaged people living in financial hardship. An ability to top up in small increments could make this more affordable.

Integrating financial support for transport with other forms of support for people living in financial hardship could make active and public transport an accessible option for more people and families.

Some people and groups, for example refugees, asylum seekers or newly liberated people, experience multiple disadvantages. They may need practical and financial support to use transport and realise co-benefits. People experiencing multiple disadvantages may be in contact with a range of services and support. Transport should be considered in holistic assessment of needs and supports offered to meet these.

Car clubs offering shared use of electric vehicles may provide a viable option for people, particularly those living in financial hardship, who do not have access to a private vehicle, or whose private vehicle is not compliant with the LEZ and risk financial penalty travelling to the city centre.

Bike hire or recycle schemes could increase access to equipment to support active travel for people living in financial hardship and if linked to Bikeability schemes that can increase confidence and capability cycling, could increase uptake of active transport.

Resilience of the transport system

A resilient transport system keeps people and goods moving and ensures that key works can continue to deliver core supports and services to vulnerable people and groups. Testing the resilience of the transport system's ability to respond to scenarios like future pandemics or climate related events including flooding or extreme weather, will help to plan and prepare.

Enhanced partnership working and collaboration

Transport is a building block for health and wellbeing that can reduce inequalities and will be key to delivering Scotland's climate commitments. Joined up working can deliver co-

benefits across a range of other policy areas including health, housing, education and skills, employment, and the economy. The LTS can deliver more positive impacts if transport is considered as part of wider initiatives and a wider approach to spatial planning and community planning.

Partnerships should be developed to ensure early adoption of emergent technologies, such as clean fuels and vehicles (shipping, aircraft, haulage), as part of the LTS to contribute to net zero targets.

Partnerships should be developed with local and regional employers to advocate for actions that reduce commuter burden and discourage private car use such as flexible or hybrid working policies or use of locality work hubs with shared office space.

Sharing learning colleagues with working to develop LTS's in other localities may help identify opportunities, potential pitfalls, and mitigating actions necessary to avoid these.

Measuring and monitoring

Measuring and monitoring who, how and why people travel could contribute to building a local picture of concerns, needs and priorities and how best to meet these. Monitoring implementation and delivery of LTS will enable early identification of positive and negative impacts. Emergent learning can be applied to mitigate any negative impacts of the LTS.

Research Questions

Through facilitated discussion several questions about the impacts of the LTS emerged. These are listed below.

- What is needed to support culture change, normalising the use of active and public transport as a healthy, sustainable choice?

- Understanding how and why people travel in and through Aberdeen City
    - What are the characteristics of people travelling?
    - Where are people they are going, and why?
    - What modes of transport are they using?
    - What barriers do different populations face travelling?
    - What infrastructure and supports are needed to overcome these barriers?

- Understanding the needs of population groups who may be underserved by the current transport system.
    - What is the transport needs of the Gypsy, Roma, and Traveller community?
    - What is the transport needs of people living in, or visiting, remote island communities who use the ferry in Aberdeen City?
    - What is the transport needs of people living in remote and rural localities who may face intersecting challenges of transport poverty and financial hardship?

- Impacts of LEZ outside the LEZ zone
    - What are the impacts - positive, negative or uncertainty - of the LEZ in localities adjacent to the LEZ zone?

- What interventions will increase satisfaction with and safety (real or perceived) of active and public transport?

- HMP Grampian
    - What are the characteristics of people travelling to and from HMP Grampian?
    - What safe, accessible, and affordable options currently exist to travel to and from HMP Grampian?
    - Do these travel options meet the needs of people travelling?
    - What support (financial and practical) are available to newly liberated people leaving HMP Grampian and are these meeting need?

Emerging evidence

In discussion it was highlighted that two research projects are underway locally that could help to explore potential impacts of the LTS. The first will examine the purpose of travel and modes of transport used by a representative sample of people from Aberdeen City and Aberdeenshire. The second will consider the use of transport by people accessing outpatient clinics in NHS Grampian.

Public Health Scotland will shortly publish an evaluability study of LEZ's from which there may be transferable learning.

Detailed discussion

The group identified that the LTS was most likely to affect the following groups of people:

- People with protected characteristics such as age, gender, disability.
- People who live, study, or work in Aberdeen City.
- People who visit Aberdeen City, or Aberdeenshire, for retail, leisure, culture, or tourism.
- People who live in Aberdeenshire or adjacent localities.
- People who do not have their own to transport.
- People who travel by different modes e.g., car, active or public transport
- People concerned or worried about the climate crisis.

Impacts by Population Group

The group used the checklist to discuss potential positive and negative impacts by population group.

Children and Young people

A distinction was made between children and young people who could travel independently and those who must be accompanied by a parent/carer.

Safety (real and perceived) influences the acceptability of active and public transport. Children and young people may opt for more expensive or more dangerous modes of transport if they do not feel safe and secure in public spaces. Improving community safety could enable uptake.

Unable to drive, children and many young people are reliant on their car owning parents or caregivers, or active and public transport for travel. Improved infrastructure, alongside the National Entitlement Card (NEC) offering free bus travel for children and young people, could increase independence, providing access to education and skills training, employment, leisure, social, and cultural opportunities, improving quality of life, and physical and mental health and wellbeing.

Free Wi-Fi on bus travel may be attractive to children and young people, offering digital connectivity that may not be available at home or in other public spaces.

A potential negative impact could be an increase in unaccompanied children and young people traveling to, and congregating in, the city centre. If engaging in anti-social behaviour this has implications for community safety and policing.

Inequalities could widen if children and young people with a NEC are unable to travel unaccompanied and their parents or caregivers are experiencing transport poverty.

Increasing use of active transport could have positive physical and mental health benefits for children and young people, increasing physical activity and reducing childhood obesity.

Schools could be key setting to deliver interventions like road safety and Bikeability that have the potential to increase the knowledge, skills, capabilities, and confidence of children and young people using active transport. A gendered lens may be required to prevent widening inequalities; young girls were identified as being less likely to adopt active transport.

Footpaths and cycle paths through public spaces must be safe, accessible, managed and maintained or this could place children and young people at risk.

Car ownership is perceived by many to be a sign of wealth and high social class while the use of active and public transport, perceived to be a sign of poverty and low social class. Stigma may be a barrier to use of active and public transport. Normalising the use of active and public transport as healthy, sustainable, and fun could tackle stigma. Education settings are likely to be important in framing active and public transport.

Benefits of reduced car travel could be positive for children, as they may become more active and continue this activity as they get older. It can also make the communities which they live safer so there are more opportunities to play outside.

Older People

The purpose of travel for older people may be different from other populations. Older people may be less likely to commute but more likely to travel to access health, social care, or other services. Accessible transport to and from health care settings is particularly importantly but to deliver health co-benefits, maintaining or increasing independence and improving quality of life, transport options must be responsive to need.

Whilst recognising the importance of reducing private car use for unnecessary journeys, for some older people, private car use may be a valid choice. Accessible parking bays for older people with disabilities or those caring for grandchildren, could support necessary journeys.

The LEZ may disproportionately impact older people who own vehicles that are not compliant. A negative impact could be loss of independence, social isolation, and loneliness with negative impacts on mental and physical health and wellbeing.

Older people may be less mobile, limiting their ability to use active or public transport. Public transport that is not responsive to need could exacerbate physical and mental health problems and reduce quality of life. The current 'hub and spoke' transport arrangement may not provide the flexibility that older people need to accommodate lateral transfers.

Older people, especially those on a low income, may be more reliant on public transport more than other groups. People aged 60 years and over receive concessionary travel on public transport making this an affordable option.

Changes to public transport infrastructure, including routes, timetabling, and ticketing, could be more challenging for older people to adjust to. Older people are more likely than other groups to experience digital exclusion. Older people may need information in a range of accessible formats and media with a learning and support offer.

Gender

Women are more likely be in lower paid employment, a primary caregiver and rely on public transport than men. A gendered lens must be applied when considering transport needs.

Women may be more likely to 'trip chain.' An ability to carefully plan multi-step journeys and flexible routes could increase the accessibility and acceptability of active and public transport offering greater choice and independence.

Women in some occupations may work shifts that often start early in the morning or late at night. The LTS could support employment inclusion if active and public transport is reliable, accessible, available, affordable and women feel confidence and safe in public spaces.

Women and girls may have concerns, real or perceived, over personal safety in public spaces including on public transport. Careful consideration of bus routes and lighting on foot and cycle paths may increase perceived safety; installation of solar studs on footpaths could deliver co-benefits, reducing energy use and delivering cost saving.

In some cultures, women are not permitted to drive, and it may be unacceptable to use mixed gender public transport. Reducing private car journeys to the city centre may negatively impact these women and girls, reducing independence and increasing social isolation.

Gendered expectations of acceptable modes of transport are not limited to women. Among young men in residential areas ownership and use of modified cars for recreation may convey status. However, this can impact negatively on road safety and cause air and noise pollution. Addressing these concerns may improve how people feel about their neighbourhood.

Disabled people

Disabled people may experience stigma, which may be exacerbated if they are excluded from being able to travel.

A social model of disability applies unrealistic societal expectation that people with disabilities should be able to travel without support or will always have a travel companion. This model could create dependence, social exclusion and widen inequalities. Flexible responsive travel choice with accessible, available transport could improve quality of life, increase independence, and reduce stigma.

Disabled people may need to plan journeys carefully. Accessible information can enable and empower people to make informed choices and may widen access to active and public transport delivering co-benefits. This should be tailored to audiences with diverse needs, with learning and support to engage with new systems and associated technologies. Assisted technology may have a role but this is not always functional and could become a barrier.

Realtime journey planners such as Google Maps may recommend unsafe, inaccessible walking or cycling routes placing disabled people at risk. Timely, reliable, and accessible information could increase the safety of travel for disabled people.

Foot and cycle paths may be damaged, uneven, too narrow, or blocked by parked vehicles or other obstacles rendering these inaccessible. Ensuring these are accessible, managed and maintained and controls are in place to prevent pavement parking could increase independence and social inclusion.

Some modes of transport must meet a minimum legal requirement for accessibility, for example black cabs. For others there is no minimum legal requirement, for example private hire taxis. Inaccessible modes of transport can exacerbate poor physical and mental health and wellbeing. Using these may place disabled people at risk, although they may have little choice if those modes that have a legal requirement are unavailable, for example the limited wheelchair space on the bus is full.

If transport, including infrastructure (pavements, accessibility, inclusivity) was made accessible for people who have a disability or wheelchair users, this will also benefit all road users. Ability to walk with children, push prams etc.

Minority ethnic populations

Car ownership is considered an indicator of wealth and high social class in some cultures. Use of active or public transport may be seen as an indicator of poverty and low social class. Car ownership and use may reflect both acculturation and cultural assimilation.

Education settings could function as a 'cultural bridge' building capability and challenging cultural norms. This could increase the acceptability of active and public transport delivering co-benefits for human and planetary health.

Refugees, asylum seekers and newly settled Scots may have limited understanding of local transport infrastructure and systems but are likely to be reliant on it. Initial resettlements may be in a central locality with good transportation links. Re-housing can move people to areas with poorly served by public transport reducing access to health, social care and other services, education and skills training, leisure, social and cultural opportunities. This reduces independence and increases social isolation. The provision of linguistically and culturally sensitive information and practical support may help people understand how to access and use active and public transport in Aberdeen City and beyond.

Cultural practice and societal norms in Scotland differ from other countries. Refugees, asylum seekers and newly settled Scots may place their physical safety at risk by for example walking on busy roads, or because they do not understand the Highway Code. Learning and support for transport may be needed. Digital exclusion may be a barrier to accessing route information, ticketing, and journey planning.

Low or no cost bikes available through bike hire or recycle schemes could widen choice for people. This could be linked to learning and support such as Bikeability to build capability and confidence.

Safety in public spaces, real or perceived, may be a barrier to use of active and public transport. People may feel uncomfortable travelling alone, or they may need to travel in a large family group but feel stigmatised for doing so. Educating settled Scots on what an inclusive multi-cultural society looks likes could reduce 'otherness' that leads to stigma.

The Gypsy, Roma and Traveller community rely on road networks to support and sustain their culture and lifestyle. Traveller sites are inaccessible by public transport; this may disproportionately impact on women and girls where gendered cultural expectations around private car access and use exist. Road networks and transport infrastructure should provide the Gypsy, Roma and Traveller community with equitable access to all modes of transport.

Lesbian, Gay, Bisexual, Trans, Intersex, Queer or Questioning People (LGBTQI+)

People who identify as LGBTQ+ may have concerns, real or perceived, over personal safety in public spaces, including on public transport, at transport hubs or interchanges, especially at night. Improving safety in public places and supplying accessible information that signposts people to how to raise a concern, including reporting a hate crime, and where to get timely help and support may increase use of active and public transport by people from the LGBTQI+ community.

People living in financial hardship

Integrating financial support for transport, for example concessionary travel or providing an integrated pre-loaded travel pass, with financial support for other building blocks of health like housing, energy, and food, could increase independence, improve quality of life, improve health and wellbeing, and reduce stigma experienced by people living in financial hardship.

Transport can be a barrier to securing and sustaining employment. Improvements to active and public transport infrastructure could support employment. Workplaces may not be on axial transport routes requiring people to travel into the city centre to travel back out incurring additional cost (financial and opportunity cost).

Integrated tickets could be convenient and reduce costs for people making multi-stop trips, but only if the upfront costs of preloading an integrated travel card are affordable and can be topped up with small sums regularly. Otherwise, integrated ticketing could be a barrier.

Using technology to digitalise ticketing and real-time journey planning may increase access for some groups but people living in financial hardship may have limited access to digital technology or the digital skills needed to navigate. There is a risk that this widens inequalities.

People living in financial hardship may have older cars that are non-complaint with the LEZ. Fines accrued for entering the city centre LEZ may increase financial hardship. Shared access to compliant cars through car clubs may offer an affordable option for those who need to travel to the city centre by car. Central funding could increase the availability and affordability of electric vehicles via car share initiatives, increasing choice.

Active or physical transport may be associated with stigma. Lack of car ownership could be perceived as an indicator of poverty or low social class. Normalising active and public transport use could deliver wider societal benefits including social inclusion and challenging stigma.

Homeless and vulnerably housed people

People who are street homeless may use transport hubs including bus or train stations as warm, safe spaces to stay impacting on the public's perceptions of the safety of these spaces. Actions to increase the perceived safety of public spaces could displace street homeless people, placing them at increased risk, unless linked to wider initiatives that to meet the needs of this group.

People who are homeless or vulnerably housed may have little choice in where, or when, they are housed or rehoused. Some residential areas, especially disadvantaged areas, are poorly served by public transport, limiting the availability of public transport. As a gateway to accessing health, social care, and other services, connect with family and friends, education and skills training, employment, leisure, social and cultural opportunity, this could widen inequalities experienced by this group.

Walking may be the default option for some people who are homeless or vulnerably housed, but walking routes may be unsafe, inaccessible, or not clearly signposted. People who are homeless or vulnerably housed may not have access to bikes and secure bike storage. Improvements in foot and cycle path infrastructure, and free or discounted bike hire or ownership schemes that offer secure bike storage, could have a positive impact on those reliant on active transport.

People in contact with the criminal justice system

The LTS should ensure access by sustainable active or public transport to HMP Grampian for people who work or deliver goods and services to the site, the families and friends of people incarcerated at the site, and newly liberated people. People with a history of offending behaviours and their families are a marginalised group that experience multiple disadvantages. It is unclear how well their needs are being met or the impacts the LTS may have if implemented as proposed.

People newly liberated from HMP Grampian may have limited knowledge and understanding of the local transport system and limited funding. Accessible, available, affordable transport could provide access to a wide range of opportunities for newly liberated people including health, social care and other services, education and skills training, employment, leisure, social and cultural opportunities. This could increase health and wellbeing, improve quality of life, increase independence and social inclusion and in return reduce recidivism, but newly liberated people may need practical and financial support to realise these co-benefits.

People with low levels of literacy and numeracy

People with low levels of literacy and numeracy may experience social exclusion if information about the transport system, including routes, timetables, ticketing, and journey planning, is not accessible.

People in remote and rural areas

Many people travel to and through Aberdeen City centre from surrounding localities that are remote, rural, and poorly connected by public transport.

The LTS encourages switching modes of transport from private vehicle use to active and public transport, but this may not meet the needs of people living in remote and rural areas. Geographically and logistically, car sharing may not be a viable option to reduce the number of car journeys taken. 'Park and Ride' facilities could replace part of a journey for some, but currently require multiple ticketing. Safe interchange points with facilities to accommodate modal shift and integrated ticketing could support active and public transport.

A ferry provides transport from Aberdeen City to Orkney and Shetland. Participants had limited knowledge of the onward travel connections from the ferry and how this may impact on those living in or traveling from, remote island communities.

Carers

A distinction was made between formal carers, in a paid role, and unformal carers, in an unpaid role. For all carers, accessibility, availability and affordability of active and public transport were identified as barriers to uptake.

Formal and informal carers may not receive concessionary travel on public transport. Affordability may be a barrier to using public transport to commute to and from caring responsibilities, or to meet the holistic needs of the person/people care is provided for, potentially reducing access to services, activities and opportunities that could improve quality of life and promote social inclusion.

Foot and cycle paths may be damaged, uneven, too narrow, or blocked by parked vehicles or other obstacles, rendering these inaccessible. This would limit the ability of carers to use these to commute or during their caring role.

Many carers have multiple roles and responsibilities. They may need to make multi-stop journeys. An integrated transport system, within integrated ticketing, which allows for different modes of transport, could support carers.

Resilience in the transport system is critical to ensuring continuity of care provided by key workers and informal carers.

Staff

The LTS could increase resilience in the transport system ensuring that people are able to access their workplace during adverse events such as extreme weather or flooding.

A large commuter population travel from Aberdeenshire to Aberdeen city for work. This strains the transport system at key time points. Integrating support for modal shift, e.g., Park and Ride, could increase choice and support commuters, employer, and transport providers. Employers could be encouraged to develop policies that reduce the need to commute such as hybrid or home working policies. Work locality hubs could reduce the need to travel to city centre offices.

Aberdeen has a vibrant night-time economy. Many people who contribute to the night-time economy are low paid shift workers who need to access travel outside of peak travel times. Safe, accessible, and available active and public transport may be limited. If the needs of this group are not considered by the LTS people contributing to the night-time economy will experience disbenefits and the night-time economy may suffer.

Health Determinants

The group considered potential positive, negative, and uncertain impacts of the LTS on determinants of health and which groups might be impacted by these. This was a hypothetical discussion noting that the implementation and delivery of the LTS would determine whether impacts were positive or negative. If implemented and delivered according to the stated vision, positive impacts and many health co-benefits could be realised.

Health related behaviours

Active travel, to a lesser extent public transport, are expected to increase physical activity. The LTS could lead to an improved environment, for example less air noise and pollution and increased safety due to less traffic, which would encourage walking and cycling, setting up a virtuous cycle supporting further modal shift and higher levels of physical activity.

People reliant on private car use, for example some disabled people, may be unable to switch to other modes, and have fewer practical options as private car use becomes less acceptable. Physical activity could reduce in this group.

Potential impacts on diet and nutrition are difficult to predict. The LTS may lead to people switching to shopping locally improving diet. Conversely, people may opt for accessible fast-food options if they are unable to access affordable shops locally that meet their needs and preferences.

Transport could increase physical access to education settings improving skills, learning and employability. If the LTS does not support access to education, then this is a dis-benefit.

Education may be an important setting to challenge a narrative of private car owner, normalise the use of other modes of public transport and challenges the stigma associated with active and public transport.

If responsive to need, the LTS could increase access to health, social care and other vital services delivering health co-benefits and reducing inequalities.

Social environment

Implementation and operational delivery of the LTS will have a critical role determining whether impacts are positive or negative. The COVID-19 pandemic and associated public

health measures to stop the spread of the virus reduced traffic. An increase in acceptability of and participation in active transport, including walking and cycling, was seen when people were encouraged to walk daily and there was less traffic.

If the LTS can realise its strategic vision this would be expected to have a positive impact on the individual agency, physical and mental health and wellbeing, quality of life, neighbourhood satisfaction and safety, community capital, social inclusion and social connectedness, employment, and income, reducing deep rooted inequalities. Concerns over safety in public spaces, on public transport and at interchanges must be addressed. Negative impacts could include an increase in crime and anti-social behaviour in public spaces with worsening perception of public safety.

Physical environment

If delivered in its entirety the LTS could have positive impacts on climate and sustainability; delivered piecemeal these may be eroded.

The LTS could reduce private vehicle traffic in Aberdeen City Centre. With LEZ compliant vehicles supporting public transport there could be an improvement in air quality and reduction in noise pollution. Less traffic in the city centre may reduce the risk of injury to pedestrians and cyclists. The impact on residential zones outside of the LEZ is not known. Displacement could occur.

The City Centre plan aims to open access to natural green and blue spaces with benefits for human health; supporting transport infrastructure development on green space could result in loss of biodiversity. Green and blue spaces should be protected to deliver health co-benefits.

Modal shifts could increase shared spaces for people. This could lead to accidents and conflicts over relative priority given to pedestrians, cyclists, cars, and public transport. The Highway Code gives priority to people using active transport but awareness of this may be low. People may need (re)educated and supported to use shared spaces responsibly. Non-hearing people in shared spaces could be at risk if there are no visual signs to alert them to cyclists and vehicles.

Modal shifts could also lead to more opportunities for children to play and for adults to be physically active.

Increased mixing of people in shared public spaces could facilitate the spread of infectious diseases, as seen with COVID-19. Civil contingencies could help to plan and prepare for any future pandemic ensuring the transport system is resilient.

The AWPR could reduce the volume of traffic entering the city centre. 'In-fill,' with green space being lost to the development of retails parks either side of the bypass, as happened in Edinburgh City, is a risk that must be managed to avoid loss of biodiversity.

The LTS identifies the airport and harbour as regional economic development opportunities Airport and harbour developments are greenhouse gas (GHG) intensive industries and could give rise to health disbenefit if climate and health impacts are not mitigated. However, the group noted that NPF4 does not support any further development of Aberdeen airport, so this is very unlikely to happen. The surface access plan for the airport aims to increase sustainable active and public transport options.

Green and blue spaces deliver climate and health co-benefits. Developments to improve surface access to these by offering sustainable transport options, should not erode green space.

Emergent technology could reduce the carbon footprint of these sites, if innovative alternative fuels and technologies are rapidly adopted for shipping, aircraft, and haulage.

Access to and quality of services

If implemented as planned, the LTS could improve access to health and social care and a range of other services, with a potential to improve health and wellbeing, improve quality of life and reduce inequalities. The greatest benefits can be delivered if transport policy is joined up with policy and initiatives in other areas such as health, social care, housing, and education.

Proposed changes to freight and servicing in the LTS could result in diversions of larger vehicles from the city centre and residential areas with potential interchange to sustainable modes of transport for parts of the journey. This could reduce the volume of traffic in the city centre making safer and cleaner (less air and noise pollution) public space for people which may encourage modal shift.

Equality

The LTS should increase choice and provide equality of access and opportunity for people with protected characteristics, people living in financial hardship and those experiencing multiple intersectional disadvantages. These groups are less likely to be private car owners and more likely to rely on active or public transport.

People with protected characteristics may be more likely to experience abuse or harassment in public spaces and have concerns real or perceived, for their personal safety using active or public transport. Addressing these concerns could enable and empower members of diverse communities increasing independence, social inclusion and reducing inequalities.

Participants

Alan Simpson	Local Transport Strategy Senior Planner, Aberdeen City Council
Baldeep McGarry	Equalities Team, Aberdeen City Council
Donna Laing	Local Development Plan, Senior Planner, Aberdeen City Council
Joanne Riach	Advanced Public Health Practitioner, NHS Grampian
Kelly Wiltshire	Transport Executive, NESTRANS
Nitin Kadam	Strategy Development Officer, Aberdeenshire Council
Pete Matthews	Advanced Public Health Practitioner, NHS Grampian
Phil MacKie	Consultant Public Health, NHS Grampian

Facilitator

Margaret Douglas	Consultant Public Health Medicine, Public Health Scotland

Observers

Declan Cairns	Specialty Registrar in Dental Public Health, NHS Grampian
Michelle Gillies (report)	Consultant Public Health Medicine, Public Health Scotland

Appendix 7

HEALTH IMPACT SCOPING OF ABERDEEN LOCAL TRANSPORT STRATEGY (2023 – 2030) with Aberdeen City Council response

Background

Aberdeen City have developed a draft local transport strategy (LTS) that considers the transport needs of the local authority area and sets out a high-level plan to meet these between 2023 – 2030, through strategic decision making, investment and co-ordinated actions with the potential to deliver positive outcomes beyond 2030.

The LTS has been developed in the context of regional and national transport strategies that link to wider strategy and policy around climate and sustainability, planning, economic growth, health, and equalities. The draft LTS has been developed using a Scottish Transport Appraisal Guidance (STAG) based approach, a Scottish Government tool that supports use of best practice guidance, and in consultation with the public. Potential co-benefits to climate and sustainability, health, placemaking, and the economy supported by the adopt emergent technology are key drivers that could support change.

The LTS sets a vision for "A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilities healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our city." This vision is further developed through eight transport planning objectives:

1. Climate and Environment: Reduce the negative impact of transport on the climate and the environment in Aberdeen.
2. Health: Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare.
3. Safety: Improve the safety of the Aberdeen transport network and reduce safety issues for users.
4. Economy: Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.
5. Accessibility/ inclusivity/ user-friendly: Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.
6. Resilience: Ensure the Aberdeen transport network is more resilient and can

react to unplanned circumstances and extreme weather.

7. Technology: Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.
8. Modal Shift: Reduce the need to travel and reduce dependency on the private car in Aberdeen.

The transport planning objectives are linked to fourteen outcomes up to 2030 and a further sixteen outcomes beyond 2030. Outcomes up to 2030 focus on reducing car journeys and car km travelled in Aberdeen, reducing emissions from cars and vans, as well as larger vehicles such as buses, improving air quality and removal of Air Quality Management Areas in Aberdeen and a reduction in children and adults killed or seriously injured using the transport network. Further outcomes focus on resilience and maintenance of the transport network, improved interchanges with opportunities to switch mode, improved accessibility, improved access to healthcare, improved information about the network for users and planners, and early adoption of supportive technology.

Policies, linked to transport planning objectives are detailed across forty topic areas with each topic area having a policy attached to it. These topic areas include climate, air and noise quality, reducing the need to travel, active travel, public transport, shared vehicles, low carbon vehicles, parking, roads, shipping and ferry services, air services, freight, travel awareness and information, land use planning, travel plans, City Centre, Biodiversity and green space, traffic management and road safety, enforcement, school travel and young people, new technologies initiatives, intelligent transport systems[1], road, carriageway and footway maintenance, winter maintenance, structures, resilience, contingency planning and utilities and lighting. Below each policy sit a series of actions.

A supporting spatial narrative looks at how the transport system in the city should look by 2030. It includes making the case for strategic traffic to be routed around rather than through Aberdeen city centre enabling the city centre to become a destination rather than route. It also presents the need to make the key corridors between the city centre and the periphery "multi-modal," to cater for a wider range of users.

The LTS will be accompanied by Appendices including the Main Issues Report, Options Appraisal Report, Comparison of Policies vs Objectives and Outcomes, Monitoring Plan and Air Quality Action Plan. It will also have "At a glance" and "Easy read" versions.

[1] Intelligent Transport Systems (ITS) are a range of tools used for managing the road network, helping road users to make better informed decisions about journey planning and improving the service provided to road users.

The draft LTS will be subject to further impacts assessments, including Strategic Environmental, Habitats Regulation and Integrated Impact (which includes equalities) assessments as well as an Economic Endorsement. A draft LTS, along with appendices and Impact Assessments, will be presented to Committee for consideration in August 2023 with a recommendation to take the document out for public and stakeholder consultation for 8 weeks. It is anticipated that a final LTS will be reported back to Committee in Spring 2024.

Summary

This is a report from a virtual workshop held via MS Teams on 29 June 2023 to discuss potential impacts on health of the proposed Aberdeen Local Transport Strategy (LTS).

Workshop participants were from the local authority Aberdeen City Council, Public Health Scotland, NHS Grampian, and NESTRANS. Collectively the group had specialist skills in public health, equalities, planning and transport, and expert knowledge of the locality, including local concerns, needs and priorities, and the policy landscape. They had read and reflected on the draft LTS before the workshop.

Workshop participants agreed with LTS vision. They aimed to use this structured workshop to identify potential impacts, positive, negative and areas of uncertainty, of the LTS if implemented as proposed. A health impact checklist was used in a facilitated discussion to identify how the proposed LTS was likely to affect different populations and health determinants.

This report details **potential** impacts of LTS identified by participants. Further evidence is needed to investigate and support these hypothesised impacts.

This report includes:

Summary of Key Points

The discussion included reflections on accessibility, acceptability, availability, and affordability of transport now to identify issues that if addressed could support future delivery of equitable and sustainable transport choices for citizens.

A core function of transport is to provide access to health, social care and other services, education, skills, training and employment, leisure, social and cultural opportunities.

Good transport is a building block for physical and mental health and wellbeing, improves social and economic outcomes, reduces inequalities, and builds social capital. Transport should be considered in wider initiatives in a range of policy areas.

Vulnerable people and groups are more likely to rely on active or public transport. Poorly connected, inaccessible, unreliable, and unresponsive public and active transport routes can contribute to social exclusion and exacerbate inequalities, to the detriment of the whole of society.

Use of active and public transport may be associated with stigma (self, perceived or societal). Normalising active and public transport as healthy, sustainable, and fun choice for people and the planet can challenge stigma. Schools are likely to be an important setting for this.

The LTS should support choice within travel. Choice reflects personal circumstances and journey contexts. As active and public transport are promoted and normalised, people unable to shift modes for all, or part, of their journey should not face stigma or discrimination.

There are barriers to modal shift from solo driver private car use to active and public transport beyond infrastructure. These include affordability, accessibility, and concerns about safety (real or perceived) in public spaces that may affect the acceptability of active and public transport.

Some people and groups may be disadvantaged by the current lack of availability of transport and supporting infrastructure including people incarcerated in, newly released from, or visiting HMP Grampian, people living in remote and rural areas, the Gypsy, Roma

and Travelling Community, people living in deprived neighbourhoods and shift workers including those contributing to the night-time economy.

The current 'hub and spoke' model of the transport system does not accommodate lateral journeys so well. Some people and groups, especially women and caregivers, may need to make multi-stop journeys. Where interchanges are required, these should be smooth, feel safe and comfortable.

Integrated ticketing and real-time journey planning could support multi-stop and multi-modal journeys using active and public transport if digital inclusion is considered.

The accessibility of active and public transport is likely to be a key concern for children and young people, older people, and disabled people. Foot and cycle paths may be too narrow, uneven, blocked by parked vehicles or other obstructions, poorly signposted and poorly lit. Lighting, improvements to surfaces and enforcement to keep paths clear could increase accessibility.

Bike hire and recycle schemes offering free or low-cost bikes with Bikeability training to increase capacity and confidence could increase the affordability and acceptability of active transport.

People need accessible information about changes to transport infrastructure and systems, including routes, timetabling, and ticketing. This information must be culturally and linguistically sensitive and consider literacy, numeracy, and digital inclusion. Information must be tailored to need.

Some people and groups may not understand how the transport system or road safety work in Aberdeen, for example refugees, asylum seekers and newly settled Scots. Others may find changes challenging to adjust to, for example older people or people with additional support needs. A support and learning offer is needed.

Modal shift to active and public transport could deliver climate and health co-benefits including increasing physical activity, improved air quality and reduced noise pollution. A reduced volume of traffic may make the city centre more attractive and a safer place for people with fewer accidents.

The low emission zone (LEZ) may disproportionately impact people who rely on private car use for necessary journeys to the city centre, but whose vehicles are non-compliant, such as older people and people living in financial hardship.

There is a risk of 'displacement' with an increase in traffic, air, and noise pollution in areas adjacent to the LEZ zone.

Car share clubs could provide affordable access to LEZ compliant vehicles for people who rely on private car use for necessary journeys to the city centre but do not own a compliant

car, but to support the societal transition from fossil fuel to electric vehicles additional central funding may be required to make vehicles and infrastructure affordable.

The promotion of shared spaces for pedestrians, cyclists and vehicles could create conflict. There is a need to (re)educate the public on the highway code and the recent changes to it, so that shared spaces are inclusive and used responsibly. Where possible, routes for pedestrian and cyclists should be segregated to reduce risk.

The airport and harbour contribute to the local and regional economy but also to Greenhouse Gas emissions. Infrastructure to improve surface access to the airport and harbour areas has the potential to increase use of sustainable transport for people and goods. The adoption of emergent technology such as cleaner fuels and vehicles for shipping, air travel and freight haulage, could support net zero climate commitments.

To deliver climate and health co-benefits from increasing access to green and blue spaces, development to improve surface access for sustainable transport should protect green space.

The Aberdeen Western Peripheral Route (AWPR) could reduce traffic volume in the city centre delivering climate and health co-benefits including better air quality, less noise pollution, fewer road traffic collisions that make the city centre, and active transport within it, more attractive, but other interventions are needed to reduce city centre traffic. New infrastructure should protect green spaces, preventing 'in fill' development around the AWPR.

Collecting data to understand how people and goods move could provide information to support planning and implementation. Monitoring the LTS as it is implemented and delivered will allow positive and negative impacts to be identified and mitigating steps taken where necessary.

Suggestions and recommendations

This section of the report summarises suggestions and recommendations that emerged from group discussion. These have the potential to enhance any positive, and mitigate any negative, impacts of the LTS. Below, in yellow, is the response to each suggestion and recommendation with details of how it has been addressed in the LTS.

Considering the needs of different population groups can help target interventions. They are as follows:

Culture change: challenging social norms and stigma

The LTS should support normalisation of the use of active and public transport. Active and public transport should be framed as a healthy, sustainable, and fun choice. Stigma associated with active and public transport use should be challenged. Schools could be an important setting, educating children from an early age, acting as a 'cultural bridge' and anchor institution in local communities.

Response – The LTS recognises this. There are Objectives around Climate and Environment, Health and Modal Shift as well as topics for Walking and wheeling, Cycling, Bus, Park and Ride, Aberdeen Rapid Transit, Rail, Travel Information and Awareness and School Travel and Young People. The need to make things fun is stressed in the walking and wheeling, cycling and Travel Information and Awareness sections while the need to encourage school children to embrace sustainable travel from a young age, then build on this in the wider community is highlighted in the School Travel and Young People section, especially through the I Bike schemes. There is also mention, for cycling, of the importance of role models to children.

The LTS should support normalisation of pedestrians and cyclist users being given priority over vehicles. Public information and (re)education are needed to support safe use of shared public spaces for all.

Response – The LTS recognises this. In Section 2, Strategic Context, there is reference to the sustainable transport and investment hierarchy as important. The Enforcement topic area

recognises the growing issues of pedestrians and cyclist conflicts while sharing space and the Cycling topic recognises the need to better educate car drivers around cyclists.

For some people modal shift to active or public transport may have health disbenefits. For others modal shift for part of a journey, or some journeys, may be an achievable incremental change. In promoting active and public transport options and discouraging unnecessary journeys by private cars, people unable to shift modes due to their personal circumstances, must not face stigma or discrimination.

Response – The LTS recognises this. Both the Walking and Wheeling and Cycling Topic Areas promote the message that even changing some journeys to these modes can make a huge difference while the "Key transport planning concepts" section in Section 2 acknowledges that the car still has a place in the transport offering.

Accessible, available, acceptable, and affordable active and public transport can deliver climate and health co-benefits. No one should be left behind. The LTS should seek to move beyond minimum legislative requirements for disability access. Doing so could increase social inclusion and wellbeing in vulnerable people and groups with visible and hidden disability and reduce inequalities.

Response – The LTS recognises this. The objectives around Health and Accessibility/ inclusivity/ user-friendly explicitly deal with these points filter through the Outcomes, Outputs and topic areas too

Information and communication

Information about local transport services, including any proposed changes to transport infrastructure, modes, routes, or fares, must be timely, accessible, linguistically, and culturally sensitive and tailored to the needs of different population groups.

Response – The LTS recognises this. The objective" Accessibility/ inclusivity/ user-friendly" was created to assist with this while the topic areas around Travel Information and Awareness recognises the importance of considering the type of customer that the information will reach and the best way to do this. It has an action to "Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience". The need for timely information is further expressed in the Resilience, New technologies and initiatives, Intelligent Transport Systems, Road Carriageway and Footway maintenance and Winter Maintenance topic areas with associated actions

Accessible actionable information and responsive services must be available to the public so that safety concerns in public spaces, including while using active or public transport, can be raised, and efficiently addressed.

Response – The LTS recognises this. There is safety objective around improving the safety of the Aberdeen transport network and reducing safety issues for users. The importance of feeling safe is recognised in the Travel information and Awareness, Road safety and Traffic Management and Enforcement Topic Areas too.

The introduction of e-ticketing, real-time travel information or journey planning for public transport, or schemes to support access to bikes or electric vehicles, must consider digital inclusion.

Response – The LTS recognises this. In the "Travel Awareness and Information" Topic Area, it acknowledges the need to consider the type of customer that the information will reach and the best way to do this. It also recognises that, while the demand for online resources is growing and it is a great way to engage especially with a younger generation, not everyone is able or willing to use online formats so dispensing information by other means to reach these audiences is essential.

Transport infrastructure

Active transport infrastructure must be safe, accessible, managed and maintained. Widening and resurfacing of foot and cycle paths, enforcement to reduce pavement parking and other obstructions and street lighting in shared public spaces, could support this.

Response – The LTS recognises this. There are objectives around Safety, Accessibility and Mode shift with specific Topic Areas around Walking and Wheeling, Cycling, Road Safety and Traffic Management, Maintenance, Winter Maintenance, Resilience, Enforcement and Lighting. These contain specific actions around working with groups to ensure that the walking and wheeling environment is inclusive for users, increasing the attractiveness of walking and wheeling and improving the safety of the pedestrian environment, increasing the attractiveness of cycling and improving the safety of the cycling environment throughout the City, continuing to ensure that infrastructure improvements are taken forward which encourage all abilities of user of active and sustainable travel to feel safe in using it, enforcement of pavement parking and urban clearway principles, seeking to increase investment in the maintenance of footways and cycleways across the City, providing a standard of service on the Council's public roads which will permit safe passage of vehicles, cyclists and pedestrians, ensuring that resilience forms part of the justification for improving active travel infrastructure, ensuring that roads and pavements are repaired promptly and appropriately as part of utilities works as well as continuing to increase levels of funding for the City's lighting infrastructure.

Walking and cycling routes should be segregated from vehicle routes where possible reducing the risks to those most vulnerable in the event of a collision.

Response – The LTS recognises this. Cycling has its own topic area with a policy and associated actions. The actions include "Increase the attractiveness of cycling and improve the safety of the cycling environment throughout the City with a combination of measures. Priority should be given to the city centre, the main transport corridors into it and filling missing strategic links in cycling provision. Measures should include development of new segregated and off-road routes, Advanced Stop Lines at junctions, toucan crossings of busy roads and priority measures for cyclists crossing side roads. These should be supported by improved maintenance of existing cycle routes, upgraded lighting, additional parking and maintenance facilities and additional traffic management and traffic calming to deliver cycle friendly neighbourhoods. " Reference is also made to following National Cycling by Design standards for new developments and new transport improvement schemes in the actions.
Public transport infrastructure including transport hubs and interchanges should be safe, accessible, managed and maintained. Hubs and interchanges should include infrastructure that can support modal shift/multi modal journeys, for example park and ride or safe bike storage.

Response – The LTS recognises this. It has the Outcomes of "Improved interchange opportunities between modes in Aberdeen" by 2030 and "Further improved interchange opportunities between modes in Aberdeen" beyond 2030. There is also the Output of "More interchange points between modes of transport". Within the topic areas, the cycling one has an action for "Maximise opportunities for integrating cycling with other modes of transport and creating interchange opportunities by, for example, improving access to railway stations and Park and Ride sites and ensuring cycle parking facilities are available at these, and other strategic, locations" while the bus topic area has an action for the "need to provide opportunities to interchange between bus and other sustainable modes". The Park and ride topic has an action for new interchange/ transport hub on south side of the city while there are interchange actions in the Aberdeen Rapid Transit, AWPR, City Centre and Beach Masterplans, Ferry, Coaches and Car Club topic areas too with the latter around the importance of bus station as a high quality interchange. The parking topic has an action to "Ensure those accessing the city centre by car are directed to the most appropriate strategic car park and then encouraged to make their onward journey by a more sustainable mode".
In terms of safety, the Road Safety and Traffic Management topic area has an action to "Continue to ensure that infrastructure improvements are taken forward which encourage all abilities of user of active and sustainable travel to feel safe in using it". For ease of use, the Travel information and awareness topic area has actions around

- "Continue to work with partners to provide a "one stop shop" for sustainable transport information in the form of the Getabout partnership and engage with people through Events, publicity campaigns and social media.
- Support and further investigate the use of smart travel apps as a means of as a means of making people aware of travel information and modes in the city.
- Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience.

The “New Technologies and Initiatives” topic area also contains the an action to “Investigate the feasibility of developing mobility/ transport hubs within Aberdeen City”.

Improvements to active and public transport routes should include lateral travel options beyond ‘hub and spoke’ provision. Routes should be coherent, direct, and facilitate multi-stop journeys. The needs of travellers should be considered. Specific groups include shift workers contributing to the night-time economy and people living in remote and rural areas who may be poorly served by public transport, have higher transport costs, and be at risk of or living in poverty.

Response – The LTS recognises this. In the topic areas for walking and wheeling and cycling there are actions which include increasing the attractiveness of walking and wheeling and cycling, improving the safety of the pedestrian and cycling environment throughout the City with a combination of measures including development of new off-road footpaths and new segregated and off-road cycle routes, creation of more space for the walking environment, implementation of pedestrianised or part-pedestrianised areas, filling missing links in the walking and wheeling and cycling provision and delivering additional traffic management and traffic calming to deliver walkable neighbourhoods and cycle friendly neighbourhoods.

For the bus topic area, there is an action to “Continue to work with the North East Scotland Bus Alliance to identify, implement and trial a range of schemes to better facilitate the movement of buses in the City, including priority measures and traffic management improvements.”

For travellers, the Travel information and awareness topic area has the action to continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience.

Green and blues spaces deliver co-benefits for human and planetary health and must be protected. Brownfield sites should be used for the development of new transport infrastructure where possible. Mitigation may be required to prevent ‘in fill’ along the proposed Aberdeen Western Peripheral Route. –

Response - The LTS recognises this. The Biodiversity and Greenspace Topic Area acknowledges that access to good quality green-blue infrastructure is linked to improved physical health and mental wellbeing, a reduction in chronic stress, reduced obesity and better concentration. It also has the following actions

- Add to, utilise and link to blue and green infrastructure as part of transport improvement schemes and
- Changes to transport infrastructure should not only respect the character of all landscapes and reduce the negative effects of transport upon them but should also protect, conserve and enhance wildlife, habitats and landscapes.

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

In the Land Use Planning topic area, there are several actions around this

- Ensure that new developments are accessible by a range of modes of transport and prioritise access and permeability by sustainable modes.
- Encourage movement within and between developments which supports the Local Living concept and discourages travel by private car.
- Encourage implementation of Home Zones and low/no car housing where appropriate.
- Encourage development of brownfield sites and mixed use communities in recognition of their ability to reduce travel distances.
- Ensure that the Transport Policies and Guidance within the Local Development Plan facilitate the sustainable movement of people and goods, support efficient land use and match the vision, objectives, policies and actions in the LTS.

For land use, In terms of development proposed along the AWPR, this is managed by the Local Development Plan. The principle has always been that this road was not built as a development corridor.

Developments to improve surface access offering sustainable travel options for people and goods travelling to and from the airport and harbour should protect green spaces. The group noted that National Planning Framework 4 and Net Zero ambitions preclude further airport development.

Response – The LTS recognises this. In the Air Services topic area there are the following actions

- Continue to improve surface access to the Airport by all modes of transport.
- Support Aberdeen International Airport in delivering an up to date Surface Access Strategy to ensure commitment to improving modal choice to/from the airport.
- Use the findings from the A96 and A947 Multi-Modal corridor studies to inform future access to the airport

Affordability of active and public transport

Integrated ticketing, a card system like London's Oyster card, could support multi-stop and multi-modal journeys. Cards that require pre-loading may disproportionately disadvantaged people living in financial hardship. An ability to top up in small increments could make this more affordable.

Response – The LTS recognises this. In the "New technologies and Initiatives" topic area it is stated that The concept of Mobility as a Service (MAAS) has great potential to simplify the

transport network. MAAS systems allow customers to book and pay, usually monthly for all their travel in the one place with one interoperable ticket and account working across lots of different modes of transport. MAAS has huge potential to make end to end journeys far more simple and user friendly and help people to be less reliant on a private car. The Council sees huge potential for MAAS and welcomes the opportunity to work with partners to bring MAAS to Aberdeen.

This is backed up by the actions to

- Continue to explore opportunities to work with partners to further develop the Smart Travel App concept and its evolution into a Mobility as a Service platform.
- Continue to investigate opportunities to work with partners to trial new technologies to further develop the transport network and its capabilities.

Integrating financial support for transport with other forms of support for people living in financial hardship could make active and public transport an accessible option for more people and families.

Some people and groups, for example refugees, asylum seekers or newly liberated people, experience multiple disadvantages. They may need practical and financial support to use transport and realise co-benefits. People experiencing multiple disadvantages may be in contact with a range of services and support. Transport should be considered in holistic assessment of needs and supports offered to meet these.

Response - The LTS recognises this. There is an objective for Accessibility/ inclusivity/ user-friendly which recognises the need to "Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive".

In the walking and wheeling section, there is the following

- Continue to raise awareness of the benefits of walking and wheeling and the opportunities available in Aberdeen via route map signage and way finding

In the cycling topic area there is the following action to help encourage more access to bikes and confidence to use them

- With partners and additional funding, continue to investigate new ways to give people access to bikes and information about cycling and continue to support existing schemes.
- Continue to work with partners on education and safety campaigns and projects, such as Bikeability and Give Me Cycle Space, encouraging training in schools, rolling out cycle training to adults and encouraging drivers to behave safely and respectfully when sharing roadspace with cyclists.
- Support and enable the rollout of a cycle hire scheme in Aberdeen.

This is built on in the School Travel and Young people section with actions for the following

- Continue to investigate ways to give children access to bikes.
- Continue to provide statutorily required transport services to schools and to support and promote the national youth concessionary travel scheme for those under 22 years old along with any local ticketing arrangements.

Similarly, for public transport, there is the following action

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

The "New technologies and initiatives section contains the following actions

This is backed up by the actions to

- Continue to explore opportunities to work with partners to further develop the Smart Travel App concept and its e volution into a Mobility as a Service platform.
- Continue to investigate opportunities to work with partners to trial new technologies to further develop the transport network and its capabilities.

For ease of use, the Travel information and awareness topic area has actions around

- "Continue to work with partners to provide a "one stop shop" for sustainable transport information in the form of the Getabout partnership and engage with people through Events, publicity campaigns and social media.
- Support and further investigate the use of smart travel apps as a means of as a means of making people aware of travel information and modes in the city.
- Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience.

Car clubs offering shared use of electric vehicles may provide a viable option for people, particularly those living in financial hardship, who do not have access to a private vehicle, or whose private vehicle is not compliant with the LEZ and risk financial penalty travelling to the city centre.

Response – The LTS acknowledges this. There is an output around car club up to 2030 stating "More Car Club cars, more Car Club locations and more people signed up as Car Club members

To help with this, there is a car club topic area in the LTS. This contains the following actions

- Encourage the development of the Car Club in new locations and developments as part of general rollout and through the planning process.
- Continue to support the Car Club by installation of new bays and associated infrastructure.
- Continue to promote the Car Club as a feasible alternative to private car ownership.
- Continue to support the Car Club in their roll out of Ultra Low Emission Vehicles (ULEVs).
- Continue to find ways of supporting vehicles in areas where they would not otherwise be financially viable but bring benefit to communities.

Bike hire or recycle schemes could increase access to equipment to support active travel for people living in financial hardship and if linked to Bikeability schemes that can increase confidence and capability cycling, could increase uptake of active transport.

Response – The LTS acknowledges this The Cycling topic area contains the following actions of relevance

- With partners and additional funding, continue to investigate new ways to give people access to bikes and information about cycling and continue to support existing schemes.
- Support and enable the rollout of a cycle hire scheme in Aberdeen.
- Continue to work with partners on education and safety campaigns and projects, such as Bikeability and Give Me Cycle Space, encouraging training in schools, rolling out cycle training to adults and encouraging drivers to behave safely and respectfully when sharing roadspace with cyclists.
- Continue to promote, encourage and enable the range of different bikes and supporting infrastructure which can encourage more people into cycling such as cargo bikes and e-bikes and support ways of allowing people to trial these technologies.

Within the School Travel and Young People topic area there are the following relevant actions

- Encourage all primary schools to deliver Bikeability Scotland training so that all our young people have the skills and knowledge required to cycle safely on today's roads.
- Continue to investigate ways to give children access to bikes

Resilience of the transport system

A resilient transport system keeps people and goods moving and ensures that key works can continue to deliver core supports and services to vulnerable people and groups. Testing the resilience of the transport system's ability to respond to scenarios like future pandemics or climate related events including flooding or extreme weather, will help to plan and prepare.

Response – The LTS acknowledges this. There is a Resilience Objective to " Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather while outcomes up to 2030 and beyond 2030 of "A more resilient transport network for Aberdeen" and "A transport network which is resilient and can cope with external disruptors" are contained respectively. Resilience also has its own topic area with a policy "To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions". This has 10 actions to help deliver

- Continue to assess flood defences throughout the City.
- Continue to assess areas at risk from flooding.

- Implement a range of hard and soft engineering measures to deal with flood risk management and mitigation and ensure that the designs, construction and materials used for new and improved schemes maximise the resilience of schemes against flooding.
- Continue the maintenance programme to clear blocked drains and inspection of water courses.
- Learn from the COVID-19 global pandemic and, with partners, identify improvements to the transport system which allow it to be more resilient and work to achieve funding for them.
- Ensure that resilience forms part of the justification for improving active travel infrastructure.
- Ensure that travel information is available to people and organisations by a range of quick, easily updated, timely methods in order to reflect planned works and to respond to unforeseen circumstances.
- Ensure that roads and pavements are repaired promptly and appropriately as part of utilities works, and with appropriate coordination to avoid repetitive roadworks on the same stretch of the network.
- Ensure inspections are carried out by ACC and road defects associated with roadworks/ utility operations are identified and reported.
- Ensure that temporary closures make provision for cyclists and pedestrians.

Enhanced partnership working and collaboration

Transport is a building block for health and wellbeing that can reduce inequalities and will be key to delivering Scotland's climate commitments. Joined up working can deliver co-benefits across a range of other policy areas including health, housing, education and skills, employment, and the economy. The LTS can deliver more positive impacts if transport is considered as part of wider initiatives and a wider approach to spatial planning and community planning.

Response - The LTS fully supports this and has several references and actions to the importance of doing this in the topic areas

Partnerships should be developed to ensure early adoption of emergent technologies, such as clean fuels and vehicles (shipping, aircraft, haulage), as part of the LTS to contribute to net zero targets.

Response – Agreed. Provision is made for in the LTS for this with a topic on New technologies and initiatives with policy and corresponding actions. Much reference is made to partnerships within this

Partnerships should be developed with local and regional employers to advocate for actions that reduce commuter burden and discourage private car use such as flexible or hybrid working policies or use of locality work hubs with shared office space.

Response – This is something that the LTS would allow for. The Travel Awareness and Information topic area has an action to "Continue to work with partners to provide a "one stop shop" for sustainable transport information in the form of the Getabout partnership and engage with people through Events, publicity campaigns and social media" while the Travel Plans section contains the following actions.

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

Sharing learning colleagues with working to develop LTS's in other localities may help identify opportunities, potential pitfalls, and mitigating actions necessary to avoid these.

Response – The LTS and supporting documents will be available online and provision can be made to share learning, either through the Getabout partnership or more widely

Measuring and monitoring

Measuring and monitoring who, how and why people travel could contribute to building a local picture of concerns, needs and priorities and how best to meet these. Monitoring implementation and delivery of LTS will enable early identification of positive and negative impacts. Emergent learning can be applied to mitigate any negative impacts of the LTS.

Response - There is commitment to monitoring the LTS. There is a policy for Monitoring to "Ensure that the objectives and outcomes of the Aberdeen LTS are monitored with suitable

sources and indicators". The monitoring plan will form Appendix D to the LTS and outlines what will be measured. Monitoring will take place on an annual basis.

In addition, NESTRANS have commissioned a Comprehensive Travel Study across the whole North East of Scotland but broken down to Local Authority Level too. This asks people questions about their travel, what influences it and provides both qualitative and quantitative data. The data can be cross-tabulated by Age, Access to vehicle, Ethnic Background, Full Driving Licence, Gender, Health Condition, SIMD, Rural or urban setting and Working status. Aberdeen City Council are part of the project team for this work. There were 460 respondents from Aberdeen City giving access to a wealth of data. All of this will help hugely in better understanding population movements, preferences and trends to help with future development of the transport network.

Research Questions

Through facilitated discussion several questions about the impacts of the LTS emerged. These are listed below.

- What is needed to support culture change, normalising the use of active and public transport as a healthy, sustainable choice?

Response - As part of the "Main Issues Report" stage of the LTS, people were asked about what they saw as the problems and opportunities affecting transport as well as what they thought needed improved, what worked well and what can be improved in the Aberdeen transport network. This has been summarised in the "Main issues Report" section of the Local Transport strategy with the Main issues Report forming Appendix 1 to the LTS.

The subsequent Vision, Objectives, Outcomes, Outputs, Policies and Actions all relate to these and outline what the Council consider needs to be done to encourage mode shift in the city.

Of particular note, it is recognised, in the "Travel Awareness and Information" topic area, that the following actions are required

- Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience.
- Continue to gather data to monitor usage of the transport network and the opinions of users of it and use this to inform future improvements to it. Identify and fill any data gaps.

A range of monitoring annually, using sources such as the Aberdeen City Voice questionnaire, Scottish Household Surveys, Scottish Transport Statistics and the Hands Up Surveys plus the Walking and Cycling Index (WACI) data (available every 2 years) will help

monitor these, identify trends and also identify any new ideas, initiatives and patterns emerging.

Surveys can also be undertaken at project level for projects which stem from the LTS.

The Comprehensive Travel Study, commissioned by NESTRANS will assist with this and the Council would support future studies of this type to allow meaningful comparisons and trends to be identified

- Understanding how and why people travel in and through Aberdeen City
    - What are the characteristics of people travelling?
    - Where are people they are going, and why?
    - What modes of transport are they using?
    - What barriers do different populations face travelling?
    - What infrastructure and supports are needed to overcome these barriers?

Response - It is hoped that this can be informed by the City Voice Questions, the NESTRANS Comprehensive Travel Study and also the Walking and Cycling Index (WACI) where these questions are covered.

- Understanding the needs of population groups who may be underserved by the current transport system.
    - What is the transport needs of the Gypsy, Roma, and Traveller community?
    - What is the transport needs of people living in, or visiting, remote island communities who use the ferry in Aberdeen City?
    - What is the transport needs of people living in remote and rural localities who may face intersecting challenges of transport poverty and financial hardship?

Response - These are areas where data is currently lacking. With partners we will examine how this can be established.

- Impacts of LEZ outside the LEZ zone
    - What are the impacts - positive, negative or uncertainty - of the LEZ in localities adjacent to the LEZ zone?

Response – The Aberdeen LEZ will become enforceable from the 1st June 2024. Although modelling has been done in advance to look at and predict the effects this will have, this is something that will be monitored once the LEZ is in place

- What interventions will increase satisfaction with and safety (real or perceived) of active and public transport?

Response - As part of the "Main Issues Report" stage of the LTS, people were asked about what they saw as the problems and opportunities affecting transport as well as what they

thought needed improved, what worked well and what can be improved in the Aberdeen transport network. This has been summarised in the "Main issues Report" section of the Local Transport strategy with the Main issues Report forming Appendix 1 to the LTS.

The subsequent Vision, Objectives, Outcomes, Outputs, Policies and Actions all relate to these and outline what the Council consider needs to be done to encourage mode shift in the city.

Of particular note, it is recognised, in the "Travel Awareness and Information" topic area, that the following actions are required

- Continue to engage with citizens in promoting and developing transport improvements and work with partners to find the most effective ways to reach the target audience.
- Continue to gather data to monitor usage of the transport network and the opinions of users of it and use this to inform future improvements to it. Identify and fill any data gaps.

A range of monitoring annually, using sources such as the Aberdeen City Voice questionnaire, Scottish Household Surveys, Scottish Transport Statistics and the Hands Up Surveys plus the Walking and Cycling Index (WACI) data (available every 2 years) will help monitor these, identify trends and also identify any new ideas, initiatives and patterns emerging.

Surveys can also be undertaken at project level for projects which stem from the LTS.

The Comprehensive Travel Study, commissioned by NESTRANS will assist with this and the Council would support future studies of this type to allow meaningful comparisons and trends to be identified

- HMP Grampian
    - What are the characteristics of people travelling to and from HMP Grampian?
    - What safe, accessible, and affordable options currently exist to travel to and from HMP Grampian?
    - Do these travel options meet the needs of people travelling?
    - What support (financial and practical) are available to newly liberated people leaving HMP Grampian and are these meeting need?

Response - As the prison is out with the Aberdeen City Council area and serves the whole region, this is not something that the Council have looked at directly. However, this is something that can be discussed with NESTRANS, the Regional Transport Partnership for North East Scotland

Emerging evidence

In discussion it was highlighted that two research projects are underway locally that could help to explore potential impacts of the LTS. The first will examine the purpose of travel and modes of transport used by a representative sample of people from Aberdeen City and Aberdeenshire. The second will consider the use of transport by people accessing outpatient clinics in NHS Grampian.

Response - NESTRANS have commissioned a Comprehensive Travel Study across the whole North East of Scotland but broken down to Local Authority Level too. This asks people questions about their travel, what influences it and provides both qualitative and quantitative data. The data can be cross-tabulated by Age, Access to vehicle, Ethnic Background, Full Driving Licence, Gender, Health Condition, SIMD, Rural or urban setting and Working status. Aberdeen City Council are part of the project team for this work. There were 460 respondents from Aberdeen City giving access to a wealth of data. All of this will help hugely in better understanding population movements, preferences and trends to help with future development of the transport network.

For the NHS work, Aberdeen City Council are part of the North East of Scotland Health and Transport Action Plan group and will happily support, be part of and receive any data that comes from the outpatient transport research.

Public Health Scotland will shortly publish an evaluability study of LEZ's from which there may be transferable learning.

Response – Aberdeen City Council will welcome the chance to look at this study

Detailed discussion

The group identified that the LTS was most likely to affect the following groups of people:

- People with protected characteristics such as age, gender, disability.
- People who live, study, or work in Aberdeen City.
- People who visit Aberdeen City, or Aberdeenshire, for retail, leisure, culture, or tourism.
- People who live in Aberdeenshire or adjacent localities.
- People who do not have their own to transport.
- People who travel by different modes e.g., car, active or public transport
- People concerned or worried about the climate crisis.

Impacts by Population Group

The group used the checklist to discuss potential positive and negative impacts by population group.

Children and Young people

A distinction was made between children and young people who could travel independently and those who must be accompanied by a parent/carer.

Safety (real and perceived) influences the acceptability of active and public transport. Children and young people may opt for more expensive or more dangerous modes of transport if they do not feel safe and secure in public spaces. Improving community safety could enable uptake.

Unable to drive, children and many young people are reliant on their car owning parents or caregivers, or active and public transport for travel. Improved infrastructure, alongside the National Entitlement Card (NEC) offering free bus travel for children and young people, could increase independence, providing access to education and skills training, employment,

leisure, social, and cultural opportunities, improving quality of life, and physical and mental health and wellbeing.

Free Wi-Fi on bus travel may be attractive to children and young people, offering digital connectivity that may not be available at home or in other public spaces.

A potential negative impact could be an increase in unaccompanied children and young people traveling to, and congregating in, the city centre. If engaging in anti-social behaviour this has implications for community safety and policing.

Inequalities could widen if children and young people with a NEC are unable to travel unaccompanied and their parents or caregivers are experiencing transport poverty.

Increasing use of active transport could have positive physical and mental health benefits for children and young people, increasing physical activity and reducing childhood obesity.

Schools could be key setting to deliver interventions like road safety and Bikeability that have the potential to increase the knowledge, skills, capabilities, and confidence of children and young people using active transport. A gendered lens may be required to prevent widening inequalities; young girls were identified as being less likely to adopt active transport.

Footpaths and cycle paths through public spaces must be safe, accessible, managed and maintained or this could place children and young people at risk.

Car ownership is perceived by many to be a sign of wealth and high social class while the use of active and public transport, perceived to be a sign of poverty and low social class. Stigma may be a barrier to use of active and public transport. Normalising the use of active and public transport as healthy, sustainable, and fun could tackle stigma. Education settings are likely to be important in framing active and public transport.

Benefits of reduced car travel could be positive for children, as they may become more active and continue this activity as they get older. It can also make the communities which they live safer so there are more opportunities to play outside.

Older People

The purpose of travel for older people may be different from other populations. Older people may be less likely to commute but more likely to travel to access health, social care, or other services. Accessible transport to and from health care settings is particularly importantly but to deliver health co-benefits, maintaining or increasing independence and improving quality of life, transport options must be responsive to need.

Whilst recognising the importance of reducing private car use for unnecessary journeys, for some older people, private car use may be a valid choice. Accessible parking bays for older people with disabilities or those caring for grandchildren, could support necessary journeys.

The LEZ may disproportionately impact older people who own vehicles that are not compliant. A negative impact could be loss of independence, social isolation, and loneliness with negative impacts on mental and physical health and wellbeing.

Older people may be less mobile, limiting their ability to use active or public transport. Public transport that is not responsive to need could exacerbate physical and mental health problems and reduce quality of life. The current 'hub and spoke' transport arrangement may not provide the flexibility that older people need to accommodate lateral transfers.

Older people, especially those on a low income, may be more reliant on public transport more than other groups. People aged 60 years and over receive concessionary travel on public transport making this an affordable option.

Changes to public transport infrastructure, including routes, timetabling, and ticketing, could be more challenging for older people to adjust to. Older people are more likely than other groups to experience digital exclusion. Older people may need information in a range of accessible formats and media with a learning and support offer.

Gender

Women are more likely be in lower paid employment, a primary caregiver and rely on public transport than men. A gendered lens must be applied when considering transport needs.

Women may be more likely to 'trip chain.' An ability to carefully plan multi-step journeys and flexible routes could increase the accessibility and acceptability of active and public transport offering greater choice and independence.

Women in some occupations may work shifts that often start early in the morning or late at night. The LTS could support employment inclusion if active and public transport is reliable, accessible, available, affordable and women feel confidence and safe in public spaces.

Women and girls may have concerns, real or perceived, over personal safety in public spaces including on public transport. Careful consideration of bus routes and lighting on foot and cycle paths may increase perceived safety; installation of solar studs on footpaths could deliver co-benefits, reducing energy use and delivering cost saving.

In some cultures, women are not permitted to drive, and it may be unacceptable to use mixed gender public transport. Reducing private car journeys to the city centre may negatively impact these women and girls, reducing independence and increasing social isolation.

Gendered expectations of acceptable modes of transport are not limited to women. Among young men in residential areas ownership and use of modified cars for recreation may convey status. However, this can impact negatively on road safety and cause air and noise pollution. Addressing these concerns may improve how people feel about their neighbourhood.

Disabled people

Disabled people may experience stigma, which may be exacerbated if they are excluded from being able to travel.

A social model of disability applies unrealistic societal expectation that people with disabilities should be able to travel without support or will always have a travel companion. This model could create dependence, social exclusion and widen inequalities. Flexible responsive travel choice with accessible, available transport could improve quality of life, increase independence, and reduce stigma.

Disabled people may need to plan journeys carefully. Accessible information can enable and empower people to make informed choices and may widen access to active and public transport delivering co-benefits. This should be tailored to audiences with diverse needs, with learning and support to engage with new systems and associated technologies. Assisted technology may have a role but this is not always functional and could become a barrier.

Realtime journey planners such as Google Maps may recommend unsafe, inaccessible walking or cycling routes placing disabled people at risk. Timely, reliable, and accessible information could increase the safety of travel for disabled people.

Foot and cycle paths may be damaged, uneven, too narrow, or blocked by parked vehicles or other obstacles rendering these inaccessible. Ensuring these are accessible, managed and maintained and controls are in place to prevent pavement parking could increase independence and social inclusion.

Some modes of transport must meet a minimum legal requirement for accessibility, for example black cabs. For others there is no minimum legal requirement, for example private hire taxis. Inaccessible modes of transport can exacerbate poor physical and mental health and wellbeing. Using these may place disabled people at risk, although they may have little choice if those modes that have a legal requirement are unavailable, for example the limited wheelchair space on the bus is full.

If transport, including infrastructure (pavements, accessibility, inclusivity) was made accessible for people who have a disability or wheelchair users, this will also benefit all road users. Ability to walk with children, push prams etc.

Minority ethnic populations

Car ownership is considered an indicator of wealth and high social class in some cultures. Use of active or public transport may be seen as an indicator of poverty and low social class. Car ownership and use may reflect both acculturation and cultural assimilation.

Education settings could function as a 'cultural bridge' building capability and challenging cultural norms. This could increase the acceptability of active and public transport delivering co-benefits for human and planetary health.

Refugees, asylum seekers and newly settled Scots may have limited understanding of local transport infrastructure and systems but are likely to be reliant on it. Initial resettlements may be in a central locality with good transportation links. Re-housing can move people to areas with poorly served by public transport reducing access to health, social care and other services, education and skills training, leisure, social and cultural opportunities. This reduces independence and increases social isolation. The provision of linguistically and culturally sensitive information and practical support may help people understand how to access and use active and public transport in Aberdeen City and beyond.

Cultural practice and societal norms in Scotland differ from other countries. Refugees, asylum seekers and newly settled Scots may place their physical safety at risk by for example walking on busy roads, or because they do not understand the Highway Code. Learning and support for transport may be needed. Digital exclusion may be a barrier to accessing route information, ticketing, and journey planning.

Low or no cost bikes available through bike hire or recycle schemes could widen choice for people. This could be linked to learning and support such as Bikeability to build capability and confidence.

Safety in public spaces, real or perceived, may be a barrier to use of active and public transport. People may feel uncomfortable travelling alone, or they may need to travel in a large family group but feel stigmatised for doing so. Educating settled Scots on what an inclusive multi-cultural society looks likes could reduce 'otherness' that leads to stigma.

The Gypsy, Roma and Traveller community rely on road networks to support and sustain their culture and lifestyle. Traveller sites are inaccessible by public transport; this may disproportionately impact on women and girls where gendered cultural expectations around private car access and use exist. Road networks and transport infrastructure should provide the Gypsy, Roma and Traveller community with equitable access to all modes of transport.

Lesbian, Gay, Bisexual, Trans, Intersex, Queer or Questioning People (LGBTQI+)

People who identify as LGBTQ+ may have concerns, real or perceived, over personal safety in public spaces, including on public transport, at transport hubs or interchanges, especially at night. Improving safety in public places and supplying accessible information that signposts people to how to raise a concern, including reporting a hate crime, and where to get timely help and support may increase use of active and public transport by people from the LGBTQI+ community.

People living in financial hardship

Integrating financial support for transport, for example concessionary travel or providing an integrated pre-loaded travel pass, with financial support for other building blocks of health like housing, energy, and food, could increase independence, improve quality of life, improve health and wellbeing, and reduce stigma experienced by people living in financial hardship.

Transport can be a barrier to securing and sustaining employment. Improvements to active and public transport infrastructure could support employment. Workplaces may not be on axial transport routes requiring people to travel into the city centre to travel back out incurring additional cost (financial and opportunity cost).

Integrated tickets could be convenient and reduce costs for people making multi-stop trips, but only if the upfront costs of preloading an integrated travel card are affordable and can be topped up with small sums regularly. Otherwise, integrated ticketing could be a barrier.

Using technology to digitalise ticketing and real-time journey planning may increase access for some groups but people living in financial hardship may have limited access to digital technology or the digital skills needed to navigate. There is a risk that this widens inequalities.

People living in financial hardship may have older cars that are non-complaint with the LEZ. Fines accrued for entering the city centre LEZ may increase financial hardship. Shared access to compliant cars through car clubs may offer an affordable option for those who need to travel to the city centre by car. Central funding could increase the availability and affordability of electric vehicles via car share initiatives, increasing choice.

Active or physical transport may be associated with stigma. Lack of car ownership could be perceived as an indicator of poverty or low social class. Normalising active and public transport use could deliver wider societal benefits including social inclusion and challenging stigma.

Homeless and vulnerably housed people

People who are street homeless may use transport hubs including bus or train stations as warm, safe spaces to stay impacting on the public's perceptions of the safety of these spaces. Actions to increase the perceived safety of public spaces could displace street homeless people, placing them at increased risk, unless linked to wider initiatives that to meet the needs of this group.

People who are homeless or vulnerably housed may have little choice in where, or when, they are housed or rehoused. Some residential areas, especially disadvantaged areas, are poorly served by public transport, limiting the availability of public transport. As a gateway to accessing health, social care, and other services, connect with family and friends, education and skills training, employment, leisure, social and cultural opportunity, this could widen inequalities experienced by this group.

Walking may be the default option for some people who are homeless or vulnerably housed, but walking routes may be unsafe, inaccessible, or not clearly signposted. People who are homeless or vulnerably housed may not have access to bikes and secure bike storage. Improvements in foot and cycle path infrastructure, and free or discounted bike hire or ownership schemes that offer secure bike storage, could have a positive impact on those reliant on active transport.

People in contact with the criminal justice system

The LTS should ensure access by sustainable active or public transport to HMP Grampian for people who work or deliver goods and services to the site, the families and friends of people incarcerated at the site, and newly liberated people. People with a history of offending behaviours and their families are a marginalised group that experience multiple disadvantages. It is unclear how well their needs are being met or the impacts the LTS may have if implemented as proposed.

People newly liberated from HMP Grampian may have limited knowledge and understanding of the local transport system and limited funding. Accessible, available, affordable transport could provide access to a wide range of opportunities for newly liberated people including health, social care and other services, education and skills training, employment, leisure, social and cultural opportunities. This could increase health and wellbeing, improve quality of life, increase independence and social inclusion and in return reduce recidivism, but newly liberated people may need practical and financial support to realise these co-benefits.

People with low levels of literacy and numeracy

People with low levels of literacy and numeracy may experience social exclusion if information about the transport system, including routes, timetables, ticketing, and journey planning, is not accessible.

People in remote and rural areas

Many people travel to and through Aberdeen City centre from surrounding localities that are remote, rural, and poorly connected by public transport.

The LTS encourages switching modes of transport from private vehicle use to active and public transport, but this may not meet the needs of people living in remote and rural areas. Geographically and logistically, car sharing may not be a viable option to reduce the number of car journeys taken. 'Park and Ride' facilities could replace part of a journey for some, but currently require multiple ticketing. Safe interchange points with facilities to accommodate modal shift and integrated ticketing could support active and public transport.

A ferry provides transport from Aberdeen City to Orkney and Shetland. Participants had limited knowledge of the onward travel connections from the ferry and how this may impact on those living in or traveling from, remote island communities.

Carers

A distinction was made between formal carers, in a paid role, and unformal carers, in an unpaid role. For all carers, accessibility, availability and affordability of active and public transport were identified as barriers to uptake.

Formal and informal carers may not receive concessionary travel on public transport. Affordability may be a barrier to using public transport to commute to and from caring responsibilities, or to meet the holistic needs of the person/people care is provided for, potentially reducing access to services, activities and opportunities that could improve quality of life and promote social inclusion.

Foot and cycle paths may be damaged, uneven, too narrow, or blocked by parked vehicles or other obstacles, rendering these inaccessible. This would limit the ability of carers to use these to commute or during their caring role.

Many carers have multiple roles and responsibilities. They may need to make multi-stop journeys. An integrated transport system, within integrated ticketing, which allows for different modes of transport, could support carers.

Resilience in the transport system is critical to ensuring continuity of care provided by key workers and informal carers.

Staff

The LTS could increase resilience in the transport system ensuring that people are able to access their workplace during adverse events such as extreme weather or flooding.

A large commuter population travel from Aberdeenshire to Aberdeen city for work. This strains the transport system at key time points. Integrating support for modal shift, e.g., Park and Ride, could increase choice and support commuters, employer, and transport providers. Employers could be encouraged to develop policies that reduce the need to commute such as hybrid or home working policies. Work locality hubs could reduce the need to travel to city centre offices.

Aberdeen has a vibrant night-time economy. Many people who contribute to the night-time economy are low paid shift workers who need to access travel outside of peak travel times. Safe, accessible, and available active and public transport may be limited. If the needs of this group are not considered by the LTS people contributing to the night-time economy will experience disbenefits and the night-time economy may suffer.

Health Determinants

The group considered potential positive, negative, and uncertain impacts of the LTS on determinants of health and which groups might be impacted by these. This was a hypothetical discussion noting that the implementation and delivery of the LTS would determine whether impacts were positive or negative. If implemented and delivered according to the stated vision, positive impacts and many health co-benefits could be realised.

Health related behaviours

Active travel, to a lesser extent public transport, are expected to increase physical activity. The LTS could lead to an improved environment, for example less air noise and pollution and increased safety due to less traffic, which would encourage walking and cycling, setting up a virtuous cycle supporting further modal shift and higher levels of physical activity.

People reliant on private car use, for example some disabled people, may be unable to switch to other modes, and have fewer practical options as private car use becomes less acceptable. Physical activity could reduce in this group.

Potential impacts on diet and nutrition are difficult to predict. The LTS may lead to people switching to shopping locally improving diet. Conversely, people may opt for accessible fast-food options if they are unable to access affordable shops locally that meet their needs and preferences.

Transport could increase physical access to education settings improving skills, learning and employability. If the LTS does not support access to education, then this is a dis-benefit.

Education may be an important setting to challenge a narrative of private car owner, normalise the use of other modes of public transport and challenges the stigma associated with active and public transport.

If responsive to need, the LTS could increase access to health, social care and other vital services delivering health co-benefits and reducing inequalities.

Social environment

Implementation and operational delivery of the LTS will have a critical role determining whether impacts are positive or negative. The COVID-19 pandemic and associated public

health measures to stop the spread of the virus reduced traffic. An increase in acceptability of and participation in active transport, including walking and cycling, was seen when people were encouraged to walk daily and there was less traffic.

If the LTS can realise its strategic vision this would be expected to have a positive impact on the individual agency, physical and mental health and wellbeing, quality of life, neighbourhood satisfaction and safety, community capital, social inclusion and social connectedness, employment, and income, reducing deep rooted inequalities. Concerns over safety in public spaces, on public transport and at interchanges must be addressed. Negative impacts could include an increase in crime and anti-social behaviour in public spaces with worsening perception of public safety.

Physical environment

If delivered in its entirety the LTS could have positive impacts on climate and sustainability; delivered piecemeal these may be eroded.

The LTS could reduce private vehicle traffic in Aberdeen City Centre. With LEZ compliant vehicles supporting public transport there could be an improvement in air quality and reduction in noise pollution. Less traffic in the city centre may reduce the risk of injury to pedestrians and cyclists. The impact on residential zones outside of the LEZ is not known. Displacement could occur.

The City Centre plan aims to open access to natural green and blue spaces with benefits for human health; supporting transport infrastructure development on green space could result in loss of biodiversity. Green and blue spaces should be protected to deliver health co-benefits.

Modal shifts could increase shared spaces for people. This could lead to accidents and conflicts over relative priority given to pedestrians, cyclists, cars, and public transport. The Highway Code gives priority to people using active transport but awareness of this may be low. People may need (re)educated and supported to use shared spaces responsibly. Non-hearing people in shared spaces could be at risk if there are no visual signs to alert them to cyclists and vehicles.

Modal shifts could also lead to more opportunities for children to play and for adults to be physically active.

Increased mixing of people in shared public spaces could facilitate the spread of infectious diseases, as seen with COVID-19. Civil contingencies could help to plan and prepare for any future pandemic ensuring the transport system is resilient.

The AWPR could reduce the volume of traffic entering the city centre. 'In-fill,' with green space being lost to the development of retails parks either side of the bypass, as happened in Edinburgh City, is a risk that must be managed to avoid loss of biodiversity.

The LTS identifies the airport and harbour as regional economic development opportunities Airport and harbour developments are greenhouse gas (GHG) intensive industries and could give rise to health disbenefit if climate and health impacts are not mitigated. However, the group noted that NPF4 does not support any further development of Aberdeen airport, so this is very unlikely to happen. The surface access plan for the airport aims to increase sustainable active and public transport options.

Green and blue spaces deliver climate and health co-benefits. Developments to improve surface access to these by offering sustainable transport options, should not erode green space.

Emergent technology could reduce the carbon footprint of these sites, if innovative alternative fuels and technologies are rapidly adopted for shipping, aircraft, and haulage.

Access to and quality of services

If implemented as planned, the LTS could improve access to health and social care and a range of other services, with a potential to improve health and wellbeing, improve quality of life and reduce inequalities. The greatest benefits can be delivered if transport policy is joined up with policy and initiatives in other areas such as health, social care, housing, and education.

Proposed changes to freight and servicing in the LTS could result in diversions of larger vehicles from the city centre and residential areas with potential interchange to sustainable modes of transport for parts of the journey. This could reduce the volume of traffic in the city centre making safer and cleaner (less air and noise pollution) public space for people which may encourage modal shift.

Equality

The LTS should increase choice and provide equality of access and opportunity for people with protected characteristics, people living in financial hardship and those experiencing multiple intersectional disadvantages. These groups are less likely to be private car owners and more likely to rely on active or public transport.

People with protected characteristics may be more likely to experience abuse or harassment in public spaces and have concerns real or perceived, for their personal safety using active or public transport. Addressing these concerns could enable and empower members of diverse communities increasing independence, social inclusion and reducing inequalities.

Participants

Alan Simpson	Local Transport Strategy Senior Planner, Aberdeen City Council
Baldeep McGarry	Equalities Team, Aberdeen City Council
Donna Laing	Local Development Plan, Senior Planner, Aberdeen City Council
Joanne Riach	Advanced Public Health Practitioner, NHS Grampian
Kelly Wiltshire	Transport Executive, NESTRANS
Nitin Kadam	Strategy Development Officer, Aberdeenshire Council
Pete Matthews	Advanced Public Health Practitioner, NHS Grampian
Phil MacKie	Consultant Public Health, NHS Grampian

Facilitator

Margaret Douglas	Consultant Public Health Medicine, Public Health Scotland

Observers

Declan Cairns	Specialty Registrar in Dental Public Health, NHS Grampian
Michelle Gillies (report)	Consultant Public Health Medicine, Public Health Scotland

This page is intentionally left blank

Appendix 8 - Integrated Impact Assessment Pre-screening

Stage 1

The Integrated Impact Assessment (IIA) supersedes the previous Equality and Human Rights Impact Assessment (EHRIA) form.

The pre-screening (Stage 1) will determine if your proposal requires a full impact assessment (Stage 2). Stage 2 will look at details of your proposals, the impact and any mitigations in place.

Note: This form should be completed using the guidance contained in the document: 'Guide to Completing an Integrated Impact Assessment'. Please read the guidance before completing this form.

This assessment and accompanying guidance use the term 'policy' for any activity within Aberdeen City Council. Therefore 'policy' should be understood broadly to embrace the full range of your policies, provisions, criteria, functions, practices and activities including the delivery of services – essentially everything you do.

Purpose:

Aberdeen City Council wants Aberdeen to be a place where all people can prosper. We want everyone in Aberdeen to have fair opportunities regardless of their background and circumstances. The aim of this assessment is to allow you to critically assess:

- the impact of the policy / proposal on different communities.
- whether Aberdeen City Council is meeting its legal requirements in terms of Public Sector Equality Duty, Equality Outcomes and Human Rights;
- whether Children's Rights have been impacted;
- whether Socio-economic disadvantage is reduced;
- whether any measures need to be put in place to ensure any negative impacts are eliminated or minimised which will be covered in Stage 2.

Title* Name your business case, policy, strategy or	Draft Aberdeen Local Transport Strategy (2023-2030)

proposal (including budget proposals)	
Report no or Budget proposal number:	COM/23/235
Committee name and date :	Anticipated that the draft Aberdeen Local Transport Strategy (2023-2030) will be reported to the Net Zero, Environment and Transport Committee in August 2023 with the final reported by March 2024.
Is this a new or existing policy/ proposal?	The Aberdeen Local Transport Strategy (2023-2030) will replace the Aberdeen Local Transport Strategy (2016-2021)
Brief description of policy / proposal (including intended outcomes and purposes)	A Local Transport Strategy (LTS) is a high-level transport plan which looks at the transport needs of a local authority area and sets out a series of actions to meet those needs over a set period of time. The Aberdeen Local Transport Strategy (2023-2030) Vision "A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City" Objectives • 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 **Outcomes up to 2030**

1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030	8. Improved journey time reliability for all modes in Aberdeen
2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline	11. Improved interchange opportunities between modes in Aberdeen
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors

Policies

Topic Area	Policy
Climate Change mitigation and adaption	To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement.
Air Quality	Reduce the contribution of transport to poor air quality in Aberdeen and have all air quality management areas revoked.
Noise Quality	Reduce levels of noise from the transport network in Aberdeen.
Reducing the need to travel	Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel.
Walking and Wheeling	To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring.
Cycling	To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.
Bus	To work with partners and, through the North East Scotland Bus Alliance, to increase public transport patronage in Aberdeen by taking forward measures to make bus travel a more attractive option to all users with speed, reliability, cost and convenience benefits to make people choose it over the car.
Aberdeen Rapid Transit	To work with partners including NESTRANS, Transport Scotland and the North east Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city.
Park and Ride	Work with partners to ensure that park and ride sites provide a range of attractive onward journey options, incentivise people to park on the edge of the city and continue their journey onwards by a more sustainable means and form part of the wider parking strategy in the city.

Strategic Rail Network	To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.
Community and Demand Responsive Transport	To continue to work with partners to deliver Demand Responsive Transport in Aberdeen for the benefit of the public.
Coaches	To ensure that coach travel remains an attractive and accessible alternative to car travel for those accessing the city, both for business and leisure.
Taxis and Private Hire Vehicles	To work in partnership with the Aberdeen taxi and private hire car trade to ensure an adequate supply of safe, clean, low-carbon and accessible vehicles and pick-up points.
Car Sharing	Continue to promote car sharing as a means of reducing emissions from transport and saving people money, and to create and support opportunities to encourage people to do so.
Car Clubs	Continue to encourage car clubs in Aberdeen as a means of giving people access to vehicles without needing to own one and to continue to work with the contracted operator in Aberdeen to expand and further develop the car club offering in the city.
Powered Two- Wheelers	To improve conditions for motorcyclists on Aberdeen's roads, particularly in terms of rider safety and encourage a shift to low carbon vehicles.
Zero Emission Vehicles	In line with National Targets, to lead by example in the Aberdeen and to encourage a shift to vehicles which are zero emission at the tailpipe and work with partners to ensure that users have good access to a growing network of high quality refuelling facilities.
Parking	To develop a parking regime for Aberdeen that supports the principle of the City Centre functioning as a destination, encourages people to access and move around the city sustainably, facilitates interchange between modes, enhances the economic vitality of the City Centre and district shopping centres and still supports people with restricted mobility in accessing facilities.
Demand Management	In addition to parking and traffic management, investigate, in partnership with Aberdeenshire Council and NESTRANS, the implications of introducing other demand management methods to Aberdeen.

Road Improvements	In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.
Trunk Road Network	Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen
Aberdeen Western Peripheral Route (AWPR)	To continue to "lock in" the benefits of the AWPR by encouraging strategic traffic to route from and to it, creating more space for sustainable travel on Aberdeen routes and allowing the city centre to function as a destination rather than a through route.
Shipping and Ferry Services	To work with partners to ensure that Aberdeen's Harbours remain world-class, able to grow their national and international trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic, as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users.
Air Services	To support the future growth and improvement of Aberdeen International Airport, including surface access, in order to support the economic strength of the region and ensure continued connectivity to key businesses and leisure destinations.
Freight	To work with partners to ensure the efficient movement of freight to, from and within Aberdeen and the wider North East of Scotland across different modes.
Travel Awareness and Information	With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network.
Land Use Planning	To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips.
Travel Plans	To ensure that the transport impact of existing and new developments in Aberdeen are minimised by requiring workplaces, schools and developers to prepare Travel Plans and, where appropriate, Travel Packs for all sites in the City.

City Centre and Beach	Ensure that the transport network enables Aberdeen City Centre and Beach to function as high-quality, accessible destinations that people wish to live in, visit, use and spend time in. Promote the movement of people ahead of vehicles and ensure that people are encouraged to move between the two areas using sustainable transport.
Biodiversity and Green Space	Improve accessibility to open spaces in Aberdeen and contribute towards the development of the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.
Traffic Management and Road Safety	To create a transport network in Aberdeen where sustainable transport movements are actively encouraged and facilitated, there is a 50% reduction in adults killed and seriously injured and a 60% reduction in children killed and seriously injured.
Enforcement	To ensure the Council, and partners, manage and enforce the Aberdeen transport network to ensure safety and effectiveness for the benefit of all users.
School Travel and Young People	To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents and guardians are able to support them.
New Technologies and Initiatives	Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.
Intelligent Transport Systems (ITS)	To expand the use of ITS in Aberdeen in order to improve the efficiency and understanding of the transport network in the City.
Road, Carriageway and Footway maintenance	To improve the condition of Aberdeen's road, footway and cycle networks and ensure that any improvements or new infrastructure are constructed so as to minimise future maintenance.
Winter Maintenance	To ensure the safe movement of users of Aberdeen's transport network on carriageways, footpaths, cycle paths and pedestrian precincts and to minimise delays caused by adverse winter weather.

Structures	To ensure that all road related structures in Aberdeen that the Council is responsible for are managed and maintained, safe and fit for purpose and constructed to minimise future maintenance implications.
Resilience	To ensure that the Aberdeen transport network is as resilient as possible in dealing with unforeseen circumstances, such as accidents, extreme weather, works and other large disruptions.
Lighting	Ensure that Aberdeen's lighting infrastructure remains fit for purpose and that appropriate lighting solutions are found which best fit the circumstances.
Monitoring	To ensure that the objectives and outcomes of the LTS are monitored with suitable sources and indicators.

Do you consider this proposal to have any impact on the:

a. Human Rights of people?	Yes	No	Unsure
b. Rights of Children and Young people?	Yes	No	Unsure

What is your assessment of the impact on groups with:
a. Protected characteristics
b. Children and young people
c. Other

As part of your assessment here, consider the impact of your policy on people and how they will be able to access goods, services and information

		H	M	L	N	P	U
H	High negative impact						
M	Medium negative impact						
L	Low negative impact						
N	No impact						
P	Positive impact						
U	Unsure						
Age						X	
Disability						X	
Gender Reassignment					X		
Marriage and Civil partnership					X		
Pregnancy and Maternity						X	
Race					X		
Religion or Belief					X		
Sex					X		
Sexual Orientation					X		
Children and young people						X	
Other							X

with no barriers.							
Socio-Economic Inequalities Not every person / family has access to regular income or savings. Will your proposal have an adverse or high impact on them?	Yes	No - Although the proposals might make it more difficult to drive a vehicle with older technology (these are often the vehicles which are cheaper to buy) around Aberdeen, it proposes the facilitation of many improved alternatives which are cost effective (walking, cycling, car clubs)	Unsure				

What considerations did you have when making the above selections?	
Internal or existing data Please detail your sources	Vision, Objectives and Policies of the draft Aberdeen Local Transport Strategy (2023-2030) and as detailed above.
Consultations with officers or partner organisations Please list your sources	The Aberdeen Local Transport Strategy (LTS 2023-2030) main issues consultation was published online for responses for a period of 6 weeks from 4th October to 14th November 2021. This took place before work commenced on the LTS (2023-2030) as this information was vital in informing it. A total of 384 online responses were received. 15 questions were asked; of which 10 were in direct relation to the local transport strategy and the remaining 5 were demographic questions. The consultation was open to both members of the public and organisations. A range of key stakeholders were also contacted directly and were asked to respond to the questionnaire. In addition to the 384 online responses, 3 stakeholders also submitted written responses – NESTRANS, Aberdeenshire Council and The Aberdeen Cycle Forum. NESTRANS and Aberdeenshire Council both required committee/ board approval of their responses prior to submission so could not submit in the online survey format. The views of the Aberdeen Cycle Forum did not follow the questionnaire template but were consistent with other comments from the online survey concerning active travel, particularly around the issues. The following questions were asked; 1: What do you think are the main transport problems facing Aberdeen currently and likely to be facing Aberdeen in the future? 2: What do you think are the main transport opportunities for Aberdeen both currently and in the future? 3: For transport, what do you think currently works well in Aberdeen? 4: For transport, what do you think currently does not work well in Aberdeen? 5: For things that don't work well for transport in Aberdeen, can you suggest any solutions?

6: The 2016-2021 Local Transport Strategy vision is to develop "A sustainable transport system that is fit for the 21st Century, accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment". Do you consider this Vision to still be appropriate?
7: The 2016-2021 Local Transport Strategy has 5 high level aims which are detailed below. Do you consider these aims to still be relevant for the next Local Transport Strategy?
8: The 2016-2021 Local Transport Strategy has 6 high level outcomes which are detailed below. Do you consider these outcomes to still be relevant for the next LTS?
9: As well as a means of moving people around, transport is also important in supporting other activities. From the following 7, how do you think they rank in terms of importance for the transport system to take account of? Please rank them from 1-7 with 1 the most important and 7 the least important. You may wish to allocate the same rank to some that you deem equally important. These were Land use, Economy, Environment, Physical Health, Mental health, Enabling communities/ people, Creating a Place
10: Do you have any other comments or issues that you think should be considered in the development of the next Local Transport Strategy for Aberdeen? Please provide any comments in the section below.
11: Do you live in the Aberdeen City local authority area?
12: Do you travel into/ within the Aberdeen City local authority area for any of the following purposes? Work, education, shopping, leisure, entertainment, other, I don't travel into Aberdeen

Respondents were then asked if they were responding on behalf of themselves or an organisation, for the first 4 digits of their postcode, which age bracket they fell into, which sex they were and whether they had a medical condition that affected their travel choices.

The following stakeholders, internal and external were contacted to make them aware of the consultation

Internal
Chief Officer – Strategic Place Planning
Policy and Strategy Manager - Strategic Place Planning
Team Leader – Transport Strategy and Programmes
Senior Engineers and Senior Project Officer - Transport Strategy and Programmes
Traffic Engineering Manager (Operations and Enforcement)
Roads Operations Manager
Road Safety and Traffic Management
ITS and Lighting
Structures Projects
Roads Projects
Roadworks Co-ordination
Team Leader – Public Transport Unit
City Wardens
Environmental Health (Air Quality)
Environmental Health (Noise)
Aberdeen City Centre Masterplan
External Communications
Local Development Plan
Environmental Policy
Development Management
Masterplanning, Design and Conservation
Housing Strategy

Digital Infrastructure Lead
City Growth (External Partnerships)
City Growth (Hydrogen Projects)
City Growth Economic Advisor
City Growth (Events)
Environmental Manager
Education Quality Improvement Manager
Outdoor Learning and Wider Achievement Manager
Public Health Co-ordinator
Communities and Housing Area Manager
Corporate Landlord
Licencing
Equalities
Community Planning
Fleet
Strategic Infrastructure Plan
Finance
Young People

External
Nestrans
Head of Transport, Aberdeenshire Council
Strategy Manager, Environment and Sustainability, Aberdeenshire Council
Transportation Strategy Team, Aberdeenshire Council
Public Transport Unit, Aberdeenshire Council
Local Development Plan, Aberdeenshire Council
Public Health Directorate, NHS Grampian
Property and Asset Development, NHS Grampian
Health and Transport Action Plan Team
Strategic Development Planning Authority
University of Aberdeen
Centre for Transport Research, University of Aberdeen
Aberdeen University Students Association
Robert Gordon University
Student President, RGU
North East Scotland College
Home Energy Scotland
Police
Fire
Ambulance
Transport Scotland

Aberdeen Friends of the Earth
SEPA
Aberdeen Climate Action
Historic Scotland
Aberdeen City Heritage Trust
Scottish Natural Heritage
Noise Abatement Society
Logistics UK (Formerly Freight Transport Association)
Road Haulage Association
First Bus

	Stagecoach Bluebird Aberdeen Harbour Northlink Ferries Aberdeen Airport Airport consultative committee Bristow Helicopters National Federation of Bus Users Freightliner Intermodal Electric Vehicle Association Scotland Scottish Hydrogen and Fuel Cell Association Bon Accord Access Panel Aberdeen Cycle Forum Grampian Cycle Tourists Club Grampian Cycle Partnership CoMo Sharebike Co-wheels car club IAM Roadsmart Aberdeen Advanced Motorists RAC Foundation Sustrans Community Transport Association Confederation of passenger transport UK - Scotland Passenger focus - Now Transport Focus Aberdeen Airport Drivers Aberdeen Rail Taxi Drivers Association Aberdeen Taxi Group Licensed Taxi Offices Private Hire Trade (Taxi) British Transport Police Scotland Network Rail Scotrail LNER British Motorcycle Federation Motorcycle Action Group Rail Freight Group Transform Scotland Mobility and Access Committee Scotland Paths for All Living Streets Ramblers Association - Aberdeen Aberdeen Outdoor Access Forum NCP Aberdeen Car Parks Federation of Small Businesses Aberdeen Inspired Institute of Directors Scottish Enterprise Chamber of Commerce Scottish Council for Development and Industry CBI Scotland West End Business Group

	Opportunity North East Energy Transition Zone Visit Aberdeenshire Visit Scotland Aberdeen City and Shire BP Union Square Bon Accord Centre Trinity Centre Disability Equality Partnership - Chairperson Disability Equality Partnership - Council Liaison North East Sensory Services Aberdeen Action on Disability Grampian Racial Equality Council Shopmobility Aberdeen Multicultural Centre Aberdeen Women's Alliance Ethnic Minority Forum Aberdeen Aberdeen Civic Society Aberdeen Civic Forum Aberdeen Council of Voluntary Organisations Aberdeen City Youth Council Grampian Senior Citizens Forum Aberdeen Dementia Resource Centre Poverty Alliance All 44 Aberdeen City Elected Members were also made aware of the consultation and the plans for the LTS (2023-2030) and offered to attend two briefing sessions. All Community Councils were also contacted and a presentation was given at the Community Council forum in October 2021. Further public and stakeholder consultation is planned on the draft LTS (2023-2030) and supporting documents in September and October 2023 once they have been to committee in August 2023.		
Other: Please list your sources			
Does this proposal contribute to the Public Sector Equality Duty to eliminate discrimination, harassment and victimisation, advance equality of opportunity	Yes – The LTS (2023-2030) contains the following objectives which should help to deal with this. TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	No	Unsure

and foster good relations?	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 technological opportunities. TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen		
Does this proposal contribute to the Council's Equality Outcomes 2021-25?	Yes – As above	No	Unsure

Please note for any high negative or medium negative impacts identified (red or amber), a full Integrated Impact Assessment will be required (stage 2).

Please provide a brief high-level summary that your policy will bring about:

The LTS (2023-2030) should achieve the following outcomes by 2030;

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

7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

These should contribute towards the following longer-term outcomes by 2045 (Beyond the life of this LTS (2023-2030))

Outcomes beyond 2030	
A. More journeys made by active travel and public transport together than by car in Aberdeen	I. Zero fatalities on the Aberdeen road network and an even greater feeling of safety for users of the transport network
B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
H. A traffic reduction exceeding 20% in Aberdeen city centre	P. A transport network which is resilient and can cope with external disruptors

Will a full assessment be required?	Yes	No	Unsure

Assessment completed by: Name and job title	Anthony Burns (Planner) Alan Simpson (Senior Planner)
Date:	13/01/2022

Signed and approved by Chief Officer (Name and signature)	
Date:	

If you have any queries or require this form in an alternative format, please contact

equality_and_diversity@aberdeencity.gov.uk

A fully completed and signed form should be mailed as a PDF to the above email address for publishing your assessment.

Integrated Impact Assessment

Stage 2

This stage should be completed following Stage 1 of the Integrated Impact Assessment where required.

In this stage, focus is on assessments that have a high or medium negative impact and the proposed mitigations. Please tick which areas it might affect and provide a summary of your mitigating actions for the negative impacts identified. You do not need to give a mitigation for each article.

Human Rights

Does the proposal have an impact on Human Rights? Identify the relevant Article and record the relevant impact and describe as a summary the mitigating steps proposed.

	High / Medium Negative impact	**Mitigations** Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
Article 6 Right to a fair and public hearing	Neutral	
Article 7 No punishment without law	Neutral	

Article 8 Right to respect for private and family life, home and correspondence	Neutral	
Article 9 Freedom of thought, conscience and religion	Neutral	
Article 10 Freedom of expression	Neutral	
Article 11 Freedom of assembly and association	Neutral	
Article 12 Right to marry and to found a family	Neutral	
Article 14 Right not to be subject to discrimination	Positive - The draft LTS (2023-2030) contains an Objective "TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive" and several policies which relate to this	
Article 1 of Protocol 1 Protection of property	Positive - policy to reduce levels of noise from the transport network. There may be some medium negative impact - - LTS (2023-2030) approval could lead to construction noise, compulsory purchase of	Ensure construction contractors are subject to and adhere to agreed permitted timings for works. Ensure that correct procedures are followed for any compulsory purchase schemes and

	property for transport schemes, - Some traffic restrictions could cause increased traffic elsewhere.	consider options which would remove the need to compulsory purchase. Work with e.g. bus companies to ensure that any required diversion routes minimise disruption and delay. Promote active travel, public transport use and, where cars are unavoidable, car sharing/pooling to reduce traffic on the road in first place.
Article 2 of Protocol 1 Right to education	Positive - The draft LTS (2023-2030) contains a policy relating to School Travel and Young People	
Article 3 of Protocol 1 Right to free elections	Neutral	

Children and Young People's Rights

The United Nations Convention has 54 articles that cover all aspects of a child's life and set out the civil, political, economic, social and cultural rights that all children everywhere are entitled to. It also explains how adults and governments must work together to make sure all children can enjoy all their rights.

Children's rights apply to every child/young person under the age of 18 and to adults still eligible to receive a "children's service" (e.g. care leavers aged 18 – 25 years old).

Identify all Articles of the United Nations Convention on the Rights of the Child (UNCRC) and Optional Protocols which are relevant to your proposal and record the relevant impact and describe the mitigating steps.

Please tick which areas it might affect and provide a summary of your mitigating actions. You do not need to give a mitigating step for each article.

	High / Medium Negative impact	**Mitigations** Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
Article 1 definition of the child	Neutral	
Article 2 non-discrimination	Positive - The draft LTS (2023-2030) contains the following objective "TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the	

	user-friendliness of the Aberdeen transport network, making it more accessible and inclusive"	
Article 3 best interests of the child	Positive – The draft LTS (2023-2030) contains a policy relating to School Travel and Young People	
Article 4 implementation of the convention	Neutral	
Article 5 parental guidance and a child's evolving capacities	Neutral	
Article 6 life, survival and development	Positive – The draft LTS (2023-2030) contains the following objectives; 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.	
Article 7 birth registration, name, nationality, care	Neutral	
Article 8 protection and preservation of identity	Neutral	
Article 9 separation from parents	Neutral	
Article 10 family reunification	Neutral	

Article 11 abduction and non-return of children	Neutral	
Article 12 respect for the views of the child	Neutral	
Article 13 freedom of expression	Neutral	
Article 14 freedom of thought, belief and religion	Neutral	
Article 15 freedom of association	Neutral	
Article 16 right to privacy	Neutral	
Article 17 access to information from the media	Positive – The draft LTS (2023-2030) contains policies around the following; Travel Awareness and Information, School Travel and Young People, New Technologies and Initiatives .	
Article 18 parental responsibilities and state assistance	Positive – In the draft LTS (2023-2030), the School Travel and Young People policy contains the wording "To ensure that all young people in Aberdeen have the opportunity to travel to school by active and/or sustainable modes of transport, are equipped with the necessary knowledge, skills and infrastructure to allow them to undertake local journeys safely and independently and that their parents	

	and guardians are able to support them".	
Article 19 protection from violence, abuse and neglect	Neutral	
Article 20 children unable to live with their family	Neutral	
Article 21 adoption	Neutral	
Article 22 refugee children	Neutral	
Article 23 children with a disability	Positive – The draft LTS (2023-2030) contains Objective TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive. However, there is a policy in the draft LTS (2023-2030) around Zero Emission Vehicles. Although these bring benefits compared with petrol and diesel cars around air quality and thus health there can potentially be some concerns that, with these vehicles being silent or near silent, those who are deaf/hard of hearing may struggle to hear/be aware of such vehicles.	Electric Vehicles are fitted with noise generating devices to ensure that pedestrians and other vulnerable road users are made aware of their presence.
Article 24 health and health services	Positive – The draft LTS (2023-2030) contains Objective TPO2 – Health –	

	Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	
Article 25 review of treatment in care	Neutral	
Article 26 social security	Neutral	
Article 27 adequate standard of living	Neutral	
Article 28 right to education	Positive – The draft LTS (2023-2030) contains a policy relating to School Travel and Young People	
Article 29 goals of education	Neutral	
Article 30 children from minority or indigenous groups	Neutral	
Article 31 leisure, play and culture	Positive – The draft LTS (2023-2030) contains Objective TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	
Article 32 child labour	Neutral	
Article 33 drug abuse	Neutral	
Article 34 sexual exploitation	Neutral	
Article 35	Neutral	

abduction, sale and trafficking			
Article 36 other forms of exploitation	Neutral		
Article 37 inhumane treatment and detention	Neutral		
Article 38 war and armed conflicts	Neutral		
Article 39 recovery from trauma and reintegration	Neutral		
Article 40 juvenile justice	Neutral		
Article 41 respect for higher national standards	Neutral		
Article 42 knowledge of rights	Neutral		
Optional Protocol on a Communications Procedure	Neutral		

Protected Characteristics

Aberdeen City Council wants to ensure everyone is treated fairly. Identify the protected characteristics that your policy/ proposal affects and record the relevant impact and describe the mitigating steps.

	High / Medium Negative impact	**Mitigations** Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
Age A person belonging to a particular age (for example 32-year-olds) or range of ages (for example 18 to 30year olds).	Positive – The draft LTS (2023-2030) contains Objective TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen	

	transport network, making it more accessible and inclusive.	
Disability people with disabilities / long standing conditions	Positive – The draft LTS (2023-2030) contains Objective TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive. However, there is a policy in the draft LTS (2023-2030) around Zero Emission Vehicles. Although these bring benefits compared with petrol and diesel cars around air quality and thus health there can potentially be some concerns that, with these vehicles being silent or near silent, those who are deaf/hard of hearing may struggle to hear/be aware of such vehicles.	Electric Vehicles are fitted with noise generating devices to ensure that pedestrians and other vulnerable road users are made aware of their presence.
Race (including Gypsy / Travellers) people from minority ethnic communities and different racial backgrounds	Neutral	
Religion or belief people with different religion and belief to include those with no beliefs	Neutral	
Sex - Gender identity	Neutral	

men or women, boys and girls		
Pregnancy and maternity women who are pregnant and / or on maternity leave	Positive – The draft LTS (2023-2030) contains Objective TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare. It also includes Objective "TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive"	
Sexual orientation lesbian, gay, bisexual, heterosexual / straight	Neutral	
Gender reassignment anybody whose gender identity / expression is different to the sex assigned to them at birth	Neutral	
Marriage and civil partnership people who are married or in a civil partnership	Neutral	

Socio-Economic Inequalities

Not every person / family has access to regular income or savings. You should therefor consider the impact of your proposal on people who might be unemployed, single parents, people with lower education or literacy, looked after children, those with protected characteristics are just some examples.

Identify the group that your policy/ proposal affects and record the relevant impact and describe the mitigating steps.

	High / Medium Negative impact	**Mitigations** Please state/summarise your mitigating actions for the negative impact(s) identified in stage 1
Low income / income poverty – those who cannot afford regular bills, food, clothing payments.	**Positive – The following 5 draft LTS (2023-2030) objectives can help people with lower incomes to better access the transport network;** TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare 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 TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	
Low and/or no wealth – those who can meet basic living costs but have no savings for unexpected spend or provision for the future	**Positive – The following 5 draft LTS (2023-2030) objectives will help people with low and/ or no wealth to better access the transport network;** TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives	

	and give access to healthcare 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 TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	
Material deprivation – those who cannot access basic goods and services, unable to repair/replace broken electrical goods, heat their homes or access to leisure or hobbies	**Positive – The following 5 draft LTS (2023-2030) objectives can help people who cannot access basic goods and services to better access the transport network;** TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare 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 TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	
Area deprivation – consider where people live and where they work (accessibility and cost of transport)	**Positive – The following 5 draft LTS (2023-2030) objectives can help people better access the transport network;** TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare 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 transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	
Socio-economic background – social class, parents' education, employment, income.	**Positive – The following 5 draft LTS (2023-2030) objectives can help people better access the transport network;**	

	TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare 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 transport network is more resilient and can react to unplanned circumstances and extreme weather TP08 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	

Consultation and monitoring

Have you undertaken any of form of consultation with any of the affected groups?	**Yes**	
Describe the consultation processes/methods undertaken and the number of participants/respondents	A main issues consultation took place in October and November 2021. This was before the development of the draft LTS (2023-2030) and to inform the content and approach of it. As well as the consultation, an online questionnaire, being promoted to members of the public, the following relevant stakeholders were contacted directly. Internal - Education Quality Improvement Manager - Outdoor Learning and Wider Achievement Manager - Public Health Co-ordinator - Communities and Housing Area Manager - Equalities - Young People External - Public Health Directorate, NHS Grampian	

	- Health and Transport Action Plan Team - Robert Gordon University - Student President, RGU - North East Scotland College - Bon Accord Access Panel - Mobility and Access Committee Scotland - Disability Equality Partnership - Chairperson - Disability Equality Partnership - Council Liaison - North East Sensory Services - Aberdeen Action on Disability - Grampian Racial Equality Council - Shopmobility - Aberdeen Multicultural Centre - Aberdeen Women's Alliance - Ethnic Minority Forum Aberdeen - Aberdeen City Youth Council - Grampian Senior Citizens Forum - Aberdeen Dementia Resource Centre - Poverty Alliance The full list of stakeholders contacted can be found on pages 10-15 above In total 387 responses were received from members of the public and stakeholders. Of this, 373 (96%) responses were from individuals, while 12 (34%) responses were on behalf of an organisation. All 44 Aberdeen City Elected Members were also made aware of the consultation and the plans for the LTS (2023-2030) and offered to attend two briefing sessions. All Community Councils were also contacted and a presentation was given at the Community Council forum in October 2021. Further public and stakeholder consultation is planned on the draft LTS (2023-2030) and supporting documents in September and October 2023 once they have been to committee in August 2023.
Summarise the changes or improvements that have been made to the policy because of the consultation.	No changes or improvements have been made to the draft LTS (2023-2030) following the main issues consultation as the draft LTS had not yet been written at that point. However, the comments have informed the draft LTS (2023-2030). Once the draft LTS (2023-2030) goes out for consultation, currently planned for September and October 2023, all comments received will be considered and any required changes will be made as the document changes from draft to final LTS (2023-2030). This section will be populated following this.

<table>
<tr><td>Set out what suggested changes or improvements that have not been made and why</td><td>This will be populated once the consultation on the draft LTS (2023-2030) has been undertaken</td></tr>
<tr><td>What impact(s) has the consultation had upon your proposal?</td><td>The Main Issues Consultation has provided valuable insight into the challenges and opportunities of the transport system in Aberdeen as well as what works well, what does not work so well and what suggested changes can be made to improve things. All of this has informed the draft LTS (2023-2030)

The consultation planned for the draft LTS (2023-2030) in September and October 2023 will allow the Council to gauge public opinion on the document and provide the chance to make any changes based on the feedback.</td></tr>
<tr><td>How will this policy be monitored</td><td>The LTS will be monitored annually against the 8 Transport Planning Objectives, the 14 Outcomes (2023-2030) and the 14 future outcomes.

Objectives (2023-2030)

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

Outcomes (2023-2030)

<table><tr><th colspan="2">Outcomes up to 2030</th></tr><tr><td>1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030</td><td>8. Improved journey time reliability for all modes in Aberdeen</td></tr></table></td></tr>
</table>

2. A reduction in car km travelled in Aberdeen by 20% compared with 2015 baseline	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare
3. Reduce PM10s and NOx to enable the removal of Air Quality Management Areas in Aberdeen	10. Improved accessibility to transport in Aberdeen for all
4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline	11. Improved interchange opportunities between modes in Aberdeen
5. 20% of the total cars and vans in Aberdeen City being "zero emission"	12. Improved information about the Aberdeen transport network being available to users and planners
6. 50% reduction in adults killed and seriously injured and 60% reduction in children killed or seriously injured using the transport network	13. A transport network which is able to benefit from improvements in technology for Aberdeen
7. A more resilient transport network for Aberdeen	14. A transport network which is well maintained for Aberdeen

These should contribute towards the following <u>longer-term outcomes by 2045 (Beyond the life of this LTS (2023-2030))</u>

Outcomes beyond 2030	
A. More journeys made by active travel and public	I. Zero fatalities on the Aberdeen road network and

	transport together than by car in Aberdeen	an even greater feeling of safety for users of the transport network
	B. A reduction in car km travelled in Aberdeen beyond 20% compared with a 2019 baseline	J. Improvements in technology making the Aberdeen transport system more efficient and user friendly
	C Air quality that is cleaner than WHO standards for emissions from transport in Aberdeen	K. Further improved journey time reliability for all modes in Aberdeen
	D. Work with partners to deliver a just transition to net zero and plan to make Aberdeen a net-zero city by no later than 2045, and earlier if that is possible	L. Further improved interchange opportunities between modes in Aberdeen
	E. All new cars, buses and vans being zero emission at tailpipe in Aberdeen	M. Further improved mental and physical health of the residents of Aberdeen and further improved access to healthcare
	F. All users able to access the transport network and with minimal disruption	N. Further improved information about the Aberdeen transport network being available to users and planners
	G. People able to access key facilities in Aberdeen from their home by sustainable and active travel in a total journey time of 20 minutes	O. Further funding and rollout of maintenance across the transport network
	H. A traffic reduction exceeding 20% in Aberdeen city centre compared with 2015 baseline	P. A transport network which is resilient and can cope with external disruptors
Use this section to justify why your proposal should go ahead despite the negative impacts identified.	The negative impacts identified were in relation to Human Right Article 1 of Protocol 1 of the Human Rights Act (1998) - Protection of property It was identified that there may be some medium negative impact as the draft LTS (2023-2030) approval could lead to construction noise, compulsory purchase of property for transport schemes, while some traffic restrictions could cause increased traffic elsewhere. However, this could be mitigated by ensuring construction contractors are subject to and adhere to agreed permitted timings for works, by ensure that correct	

	procedures are followed for any compulsory purchase schemes and options considered which would remove the need to compulsory purchase. Working with operators such as bus companies to ensure that any required diversion routes minimise disruption and delay. Promote active travel, public transport use and, where cars are unavoidable, car sharing/pooling to reduce traffic on the road in first place. Of relevance to Article 23, "Children with a disability", in the United Nations Convention on the Rights of the Child (UNCRC) and Optional Protocols, and to people with a disability in the Protected Characteristics section, there is a policy in the draft LTS (2023-2030) around Zero Emission Vehicles. Although these bring benefits compared with petrol and diesel cars around air quality and thus health there can potentially be some concerns that, with these vehicles being silent or near silent, those who are deaf/hard of hearing may struggle to hear/be aware of such vehicles. In terms of mitigation though, modern electric vehicles are fitted with noise generating devices to ensure that pedestrians and other vulnerable road users are made aware of their presence. Given that these potential negative impacts can be mitigated and that the LTS (2023-2030) has demonstrated many positive impacts, it should be permitted to proceed.

Authorisation and sign off: for Stage 2:

Title of Policy / proposal:		
Directorate and Cluster:		
Policy and assessment author (s)	Name: Job title: Date:	Name: Job title: Date:
Authorised and approved by Director or Chief Officer	Name: Job title: Date:	Name: Job title: Date:

Following completion and approval, please email your completed assessment to:
equality_and_diversity@aberdeencity.gov.uk

Appendix 9

Draft Aberdeen Local Transport Strategy (2023-2030)

Economic Endorsement

The draft Aberdeen Local Transport Strategy (LTS) (2023-2030) both complements and enables the Vision, Objectives and relevant Actions and Outcomes from the proposed Regional Economic Strategy (RES) as well as the relevant "Planning and Transport" recommendations from the second Scottish Government Strategic Transport Projects Review (STPR2). Evidence of this is demonstrated below.

(Jamie Coventry, Economic Advisor, City Growth, Aberdeen City Council, June 2023)

Vision for the Proposed RES vs Vision for the Draft LTS

Proposed RES Vision	**Draft LTS (2023-2030) Vision**
Our vision is for a regional economy that enables us to thrive. It is leading a just energy transition, diversifying our economy, enabling entrepreneurship and innovation, and delivering a wellbeing economy for our people – a post fossil-fuel future. By 2035, our economy will lead in the production of green energy solutions and the production of new renewable energy and will be diversifying through growth in our digital, food and drink, tourism, life sciences and creative sectors. It will be an economy that will value place, natural environment, wellbeing and be entrepreneurial and outward looking.	"A safe, resilient, high-quality transport system that is accessible to all, supports a vibrant economy, facilitates healthy living and minimises the impact on our environment. Aberdeen's transport network should encourage people to live in, work in and visit our City".

The LTS vision enables the RES vision with support for a "vibrant economy", takes account of wellbeing through "facilitates healthy living", recognising the importance of the renewable and natural environment by "minimising the impact on the environment" and values place and tourism by encouraging "people to live in, work in and visit our City"

Objectives for the Proposed RES vs Draft LTS (2023-2030) Objectives

Proposed RES Objective	Relevant Draft LTS (2023-2030) Objective
Objective 1 - To establish the North East as a pioneer of the energy transition, by delivering an 80% reduction in carbon emissions per head.	TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen. 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.
Objective 2 - Maintain regional GVA as a share of Scotland's overall GVA while increasing the share of regional GVA from region's growth sectors.	TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region. TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather.
Objective 3 - Maintain a healthy, sustainable, working age population through increasing economic participation rates.	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. TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.
Objective 4 - Become a Real living Wage region with 95% of overall employment offering a real living wage or higher.	TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive.
Objective 5 - Protect and enhance the natural capital of the region by aligning to national ambitions to manage 30% of the region for people and nature by 2030.	TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen.

Proposed RES Section 1: Strategic Context – Planning and Transport vs Relevant Draft LTS (2023-2030) Policies

Proposed RES relevant "Planning and Transport" recommendations from the second Scottish Government Strategic Transport Projects Review (STPR2)	**Relevant Draft LTS (2023-2030) Policies**
There is clear support for Aberdeen Rapid Transit proposals and bus priority measures, which are currently being developed following the Bus Partnership Fund award.	LTS Policy 8: Aberdeen Rapid Transit - To work with partners including NESTRANS, Transport Scotland and the North east Scotland Bus Alliance to develop an integrated Mass Transit 'step-change' public transport solution offering quick, attractive access to, from and across the city.
There is strong commitment to active travel development, including Active Cycle Freeways within the Aberdeen City area connecting to a wider regional network, aligning with the approach set out in the RTS.	LTS Policy 5: Walking and Wheeling - To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring. LTS Policy 6: Cycling - To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.
The support for improving physical accessibility at rail stations links to recent work at Insch Station.	LTS Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.
A project to improve passenger and freight rail infrastructure to the south of Aberdeen to improve inter-city links to Dundee, Perth and the Central Belt is also included, alongside rail decarbonisation.	LTS Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.
Improvements to ferry services (ferry upgrades, ferry terminal upgrades, access to ferry terminals) supported by Transport Scotland are	LTS Policy 23: Shipping and Ferry Services - To work with partners to ensure that Aberdeen's harbours remain world class, able to grow their

also highlighted, which includes the Northern Isles services operating from Aberdeen.	National and International trade, are well linked to the city and strategic transport network for all users and continue to attract freight, engineering and cruise traffic as well as being the main port of call in Scotland for the Northern Isles ferry services with appropriate access for all users.
Ongoing support to committed schemes has also been confirmed, including junction upgrades at Laurencekirk, external Links to Aberdeen South Harbour, and the Aberdeen to Central Belt rail journey time improvement project.	LTS Policy 20: Road Improvements - In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options. LTS Policy 21: Trunk Road Network - Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen. LTS Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations.

Proposed RES Actions that will continue from the RES 2016 vs Relevant Draft LTS (2023-2030) Policies

Proposed RES 2016 Continuing Action	**Relevant Draft LTS (2023-2030) High Level Action**
Lobby Transport Scotland to prioritise the implementation of key strategic upgrades on the rail and trunk road network, including A90 north and south of Aberdeen and the A96 dualling between Aberdeen and Inverness	LTS Policy 21: Trunk Road Network - Support improvements to the trunk road network, allowing the safe movement of people and goods to, from and around Aberdeen.
Deliver on commitments to implement schemes through the City Region Deal, including access to the new Aberdeen South Harbour, and, in the Scottish Government's Memorandum of Understanding, to reduce journey times to the Central Belt	LTS Policy 10: Strategic Rail Network - To work with partners to increase opportunities for rail travel to, from and within Aberdeen and to enable sustainable journeys to and from stations. LTS Policy 20: Road Improvements - In line with the National Sustainable Investment Hierarchy, make better use of existing capacity ahead of

	constructing new but, where new infrastructure is required, ensure it both enables and incorporates sustainable transport and biodiversity options.
Implement the digital programme within the Aberdeen City Region Deal and build upon the projects that have already been delivered	LTS Policy 4: Reducing the need to travel - Work with partners to create opportunities which allow people to access facilities, workplaces and information in Aberdeen without the need to travel. LTS Policy 34: New technologies and initiatives - Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these.

Proposed RES Programme 1 – A thriving economy – Target KPIs (Outcome Areas of innovation, decarbonisation, international exports, food, drink, agriculture and fishing and investment)

RES Outcome	**Relevant Draft LTS (2023-2030) Area**
Maintaining and growing reputation of being a global innovation hub	LTS Policy 34: New technologies and initiatives - Ensure that the Council remains aware of new and developing technologies, initiatives and options which could benefit the Aberdeen transport network and, where appropriate, explore opportunities to trial these. LTS Outcome 13: A transport network which is able to benefit from improvements in technology for Aberdeen.
Maintaining levels of inward investment into the region	LTS Strategic Context Section: With transport being such an important component of the city, a clear Local Transport Strategy is essential to ensure the network can function and improve to best serve these needs while it is a key component in identifying and attracting investment into the network.

Proposed RES Programme 2 – An outstanding natural environment – Target KPIs KPIs (Outcome Areas of being a leading Scottish visitor destination and protecting natural capital and landscape)

RES Outcome	Relevant Draft LTS (2023-2030) Policy	Relevant Draft LTS Outcome(s) to 2030
Increasing the number of businesses in the region with accredited net zero credentials	LTS Policy 1: Climate Change Mitigation and Adaption - To contribute to Aberdeen's target of net zero carbon emissions targets by 2045, or earlier, and develop and promote climate resilient infrastructure and movement. LTS Policy 26: Travel Awareness and Information - With partners, continue to ensure that there is adequate information available, via a range of means, to users of the transport network to help them make more informed transport choices. Continue to gather information from users to ensure that this best informs improvements to the transport network.	1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030. 2. A reduction in car km travelled 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 1990/5 baseline. 5. 20% of the total cars and vans in Aberdeen being "plug-in."
Protecting the natural capital and landscape of the region	LTS Policy 27: Land Use Planning - To promote and enable development in Aberdeen that reduces the need to travel, minimises reliance on the private car, provides opportunities for sustainable travel and facilitates and encourages walking, wheeling and cycling for everyday trips. LTS Policy 30: Biodiversity and Green Space -Improve accessibility to open spaces in Aberdeen and contribute towards the development of	1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030. 2. A reduction in car km travelled Aberdeen by 20% compared with 2019 baseline. 3. Reduced PM10s and NOx emissions from transport and removal of Air Quality Management Areas in Aberdeen.

	the green space network through implementation of core paths and appropriate mitigation and enhancement as part of transport scheme delivery.	4. A 75% reduction in greenhouse gases from transport in Aberdeen compared with 1990/5 baseline. 5. 20% of the total cars and vans in Aberdeen being "plug-in."
Delivering a step change in the number and take up of active travel schemes	LTS Policy 5: Walking and Wheeling - To continue to enhance Aberdeen's walking and wheeling environment and increase the number of people walking and wheeling, both as a means of travel and for recreation, in recognition of the significant health and environmental benefits they can bring. LTS Policy 6: Cycling - To continue to enhance Aberdeen's cycling environment, provide further opportunities to access it and increase levels of cycling in the city, both as a means of travel and for recreation, so that cycling becomes an everyday, safe and attractive choice for all ages and abilities of cyclist.	1. Reduction in proportion of journeys by car drivers in Aberdeen to less than 50% by 2030. 2. A reduction in car km travelled 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 1990/5 baseline. 7. A more resilient transport network for 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.

Proposed RES Programme 3 – A healthy and skilled population – Target KPIs (Outcome Areas of closing the gap to best performing places and communities and education and skills)

RES Outcome	**Relevant Draft LTS (2023-2030) Outcomes to 2030**
Improving our citizens' self-reported wellbeing	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare.
Narrowing disability, racial and gender-based inequalities	10. Improved accessibility to transport in Aberdeen for all.
Improving levels of healthy life expectancy	9. Improved mental and physical health of the residents of Aberdeen and improved access to healthcare.

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	North East Scotland Roads Hierarchy
REPORT NUMBER	RES/23/165
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

1.1 The purpose of this report is to inform Members of the outcomes of a recent road reclassification exercise, undertaken in accordance with the revised Roads Hierarchy for the North East of Scotland, and how this may support greater public and stakeholder understanding of the Council's strategic and long-term vision for transport in the city.

2. RECOMMENDATIONS

That the Committee:-

2.1 Note the final revised Roads Hierarchy and the road reclassifications undertaken; and

2.2 Instruct the Chief Officer – Strategic Place Planning to promote the revised Roads Hierarchy, noting that raising awareness will inform the context behind many current and forthcoming transport projects, supporting greater public and stakeholder appreciation of the aims and objectives of these projects.

3. CURRENT SITUATION

3.1 In response to an instruction from the former Communities, Housing and Infrastructure Committee in August 2017 (CHI/17/061), Aberdeen City Council, Aberdeenshire Council, Nestrans and the Strategic Development Planning Authority jointly commissioned a review of the North East Scotland Roads Hierarchy. The trigger for the review was the then imminent opening of the Aberdeen Western Peripheral Route (AWPR) and the purpose was to:

- Support the effective and efficient distribution and management of traffic around the city;

- Develop a network that makes best use of the AWPR by taking advantage of the freed-up road capacity to lock in the benefits of investment by giving more priority to sustainable transport journeys;
- Facilitate delivery of the transport elements of the City Centre Masterplan (CCMP) by providing a means of reducing through-traffic in the city centre, reflecting the role of the city centre as a destination rather than a through-route; and
- Form a basis for identifying future transport priorities for the region, along with the City Region Deal Strategic Transport Appraisal, Regional Transport Strategy (RTS) and Local Transport Strategy (LTS).

3.2 The initial report was received in spring 2019 and identified a revised network of priority, secondary and local routes based on the alignment of routes and their future role and purpose in the context of the AWPR and CCMP. In June 2019, the outcomes were reported to the former City Growth and Resources Committee (OPE/19/089). The Committee were advised that delivery of the revised hierarchy would involve the following steps in a sequential and incremental manner:

- Road classification changes, with some roads upgraded and some downgraded in priority, including some previously unclassified roads becoming classified and vice versa;
- Road signage and junction alterations to reflect and reinforce the new hierarchy;
- A series of appraisals, on a prioritised basis, of priority and secondary corridors to identify the supporting interventions required to reinforce the hierarchy, with an emphasis on measures to prioritise those walking, cycling and using public transport; and
- Traffic management interventions on local routes within the city centre and zonal neighbourhoods to protect those areas where through-traffic is no longer desirable.

The Committee:

- Instructed the Chief Officer – Strategic Place Planning, following consultation with the Chief Officer – Operations and Protective Services and Chief Officer – Capital, to implement a revised roads hierarchy in a sequential and incremental manner, to encompass formal reclassification of the urban road network and changes to road signage and junction improvements to reinforce the hierarchy; and
- Instructed the Chief Officer – Strategic Place Planning to develop improvements to priority and secondary corridors to achieve a more efficient movement of people and goods, with an emphasis on walking, cycling and public transport.

3.3 In response to the instruction to seek formal reclassification of the road network, engagement took place with a number of Council teams and services and regional partners to review the outcomes of the initial report and determine the optimum hierarchy. Upon agreement of a revised hierarchy, proposals were submitted to Transport Scotland in October 2019. In June 2020, Transport

Scotland announced they were content with proposals and the reclassifications were formally approved.

3.4 The revised priority route network is therefore:

- Priority orbital route: AWPR (A90);
- Priority radial routes:
  - AWPR / Blackdog junction to King Street / Mounthooly Way junction (A92/A956 north);
  - AWPR / Parkhill junction to Inverurie Road junction, with priority route deviating from historical alignment via Victoria Street to Riverview Drive (A947);
  - AWPR / Craibstone junction to Mounthooly Roundabout (A96);
  - AWPR / Kingswells South junction to Mounthooly Roundabout (A944);
  - A944 / Skene Road junction to Woolmanhill Roundabout (previously B9119, now A9119);
  - AWPR / Deeside junction to Holburn Street (A93);
  - AWPR / Charleston junction to Leggart Terrace (A92 South);
  - AWPR / Charleston junction to North Esplanade West (A956 Wellington Road); and
  - Berryden Corridor - Belmont Road to Woolmanhill Roundabout (*formal reclassification to be progressed following completion of the Berryden Corridor improvement scheme*).

Priority routes are defined as:

- Generally radial routes connecting with the AWPR to allow movement around Aberdeen without using the city centre as a through-route;
- The main movement corridors linking the AWPR to key destinations and secondary routes;
- Key corridors for at least two modes of transport;
- Should be considered for the provision of bus lanes (if a bus route) and segregated cycle lanes where there is scope to do so, with bus and cycle priority through junctions;
- Speed limits reflective of the environment but generally 30-40mph.

3.5 The revised secondary route network is:

- Secondary orbital route: Parkway / Ellon Road to Bridge of Dee via Anderson Drive (A92);
- Secondary radial routes:
  - Mounthooly Way to King Street (A96 West North Street);
  - King Street / Mounthooly Way to North Esplanade West / Palmerston Place via Commerce Street, Virginia Street, Trinity Street and Market Street (A956);
  - Woolmanhill Roundabout to North Esplanade West via Denburn Road, Wapping Street, Carmelite Street, Guild Street, College Street and South College Street (now B983);
  - Craibstone Roundabout to Dyce Drive (now B984 Airport Road);
  - Great Southern Road to Coast Road (now B985 West Tullos Road and Hareness Road);

- Parkway / Gordon Brae junction to Tillydrone Avenue / St. Machar Drive junction (now B988 Diamond Bridge);
- Mounthooly Roundabout to King Street (now B990 Mounthooly Way);
- Great Northern Road to King Street (now B991 St Machar Drive);
- AWPR to Murcar Roundabout (B999);
- Scotstown Road to Ellon Road junction, with alignment changing from Balgownie Road to North Donside Road (B997); and
- AWPR to Holburn Street (B9077 South Deeside Road and Great Southern Road).

Secondary routes are defined as:

- Secondary movement corridors (medium to high movement) allowing access from priority routes to local routes;
- Could be considered for bus lanes (if a busy bus route) and segregated cycle lanes where traffic levels are high; and
- Speed limits reflective of the environment but generally 30-40mph.

3.6 All other streets in the city are designated tertiary (local) routes as these are local access roads with little strategic function and as such are unsuitable for large volumes of traffic. In many cases, these are shopping or residential streets where their function as places for people to move around and interact safely is more important than their capacity for vehicle movements. In terms of their characteristics:

- Tertiary movement network serving local destinations;
- Formal bus or cycle priority infrastructure generally unnecessary, although depends on the volume and type of traffic;
- Traffic speeds generally 20mph.

3.7 Figures 1-3 in Appendix 1 show the previous (to June 2020) and revised (from June 2020) networks of priority and secondary routes. A number of roads have been formally reclassified to reflect their role in the revised hierarchy. These are summarised in Table A1 and shown on the map in Figure 4 in Appendix 1. Further detail on the changes, and the reasons for the changes, is provided in the Statement of Reasons (Table A2, Appendix 1).

3.8 City centre streets have been largely removed from the priority and secondary hierarchy. All priority and most secondary routes now stop at the outskirts of the city centre, from where key destinations and car parks can be accessed via local routes. This is to reflect the CCMP's emphasis on the city centre as a place that prioritises people over vehicles, as well as its designation as an Air Quality Management Area and Low Emission Zone (LEZ).

3.9 These changes were formalised at the height of the COVID-19 pandemic when government advice was against all non-essential travel. As a result, it was not considered appropriate to promote these changes at that time. Now, however, given the high-profile nature of, and attention being given to, many current transport projects, such as the draft LTS, City Centre and Beach Masterplan projects, the LEZ and the Bus Partnership Fund corridor studies / Aberdeen

Rapid Transit (ART), it is considered appropriate to raise awareness of the Roads Hierarchy to add further context to these projects and how they fit with the Council's strategic and long-term vision for transport, to enable greater understanding amongst members of the public and stakeholders.

3.10 Changing Road classifications has no direct or immediate impact on the travelling public. The redesignations instead set a strategic context for future improvements – for example the redesignation of a section of King Street (Castle Street to East North Street) has not impacted on the ability of anyone to use that section of road to date. However, redesignating it from an A-road to an unclassified road conveys that this is no longer a primary route for travel through the city centre, it better represents a gateway to the city centre, with through-routeing accommodated on alternative A and B-roads on the outskirts of the city centre. As such, measures to support the 'Place' function of the street will take precedence over the 'Movement' function during future investment and maintenance decisions.

3.11 Various strands of work are now underway to help deliver the revised hierarchy and a summary of current progress is provided as Appendix 2.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications arising from this report. Any publicity or promotional activities can be achieved with existing resources.

4.2 The implementation of the Roads Hierarchy will influence future investment decisions and be applied to the prioritisation of maintenance resources. These changes will continue to be communicated in programme and project-specific reports to the Council and Committees.

5. LEGAL IMPLICATIONS

5.1 There are no legal implications arising from this report. Road numbering is a Scottish Government function to ensure duplications are avoided. All reclassifications were approved in 2020.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no environmental implications arising from this report. There may be implications arising from implementation of the Roads Hierarchy and these will continue to be communicated in project-specific reports to the Council and Committees.

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement.

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failing to raise awareness of the revised hierarchy could result in members of the public and stakeholders not fully appreciating the reasons behind a number of high-profile strategic transport projects.	Continue to raise awareness of the hierarchy during communication and engagement on transport plans and projects.	L	**Yes**
Compliance	No significant risks identified	N/A	N/A	**Yes**
Operational	No significant risks identified	N/A	N/A	**Yes**
Financial	No significant risks identified	N/A	N/A	**Yes**
Reputational	There may be reputational risks around not adequately publicising transport changes to members of the public, potentially resulting in resistance to future changes arising from a lack of awareness of the revised hierarchy.	Continue to raise awareness of the hierarchy during communication and engagement on transport plans and projects.	L	**Yes**

Environment / Climate	No significant risks identified	N/A	N/A	**Yes**

8. OUTCOMES

8.1 The proposals in this report have no impact on the Council Delivery Plan.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	N/A

10. BACKGROUND PAPERS

10.1 North East Scotland Roads Hierarchy Study (AECOM, 2019)

11. APPENDICES

11.1 Appendix 1 – Roads Hierarchy Summary

11.2 Appendix 2 – Roads Hierarchy Progress

12. REPORT AUTHOR CONTACT DETAILS

Name	Will Hekelaar
Title	Senior Engineer (Transport Strategy and Programmes)
Email Address	WHekelaar@aberdeencity.gov.uk
Tel	01224 069599

This page is intentionally left blank

Appendix 1 – Roads Hierarchy Summary

Figure 1: Previous (to June 2020) Hierarchy

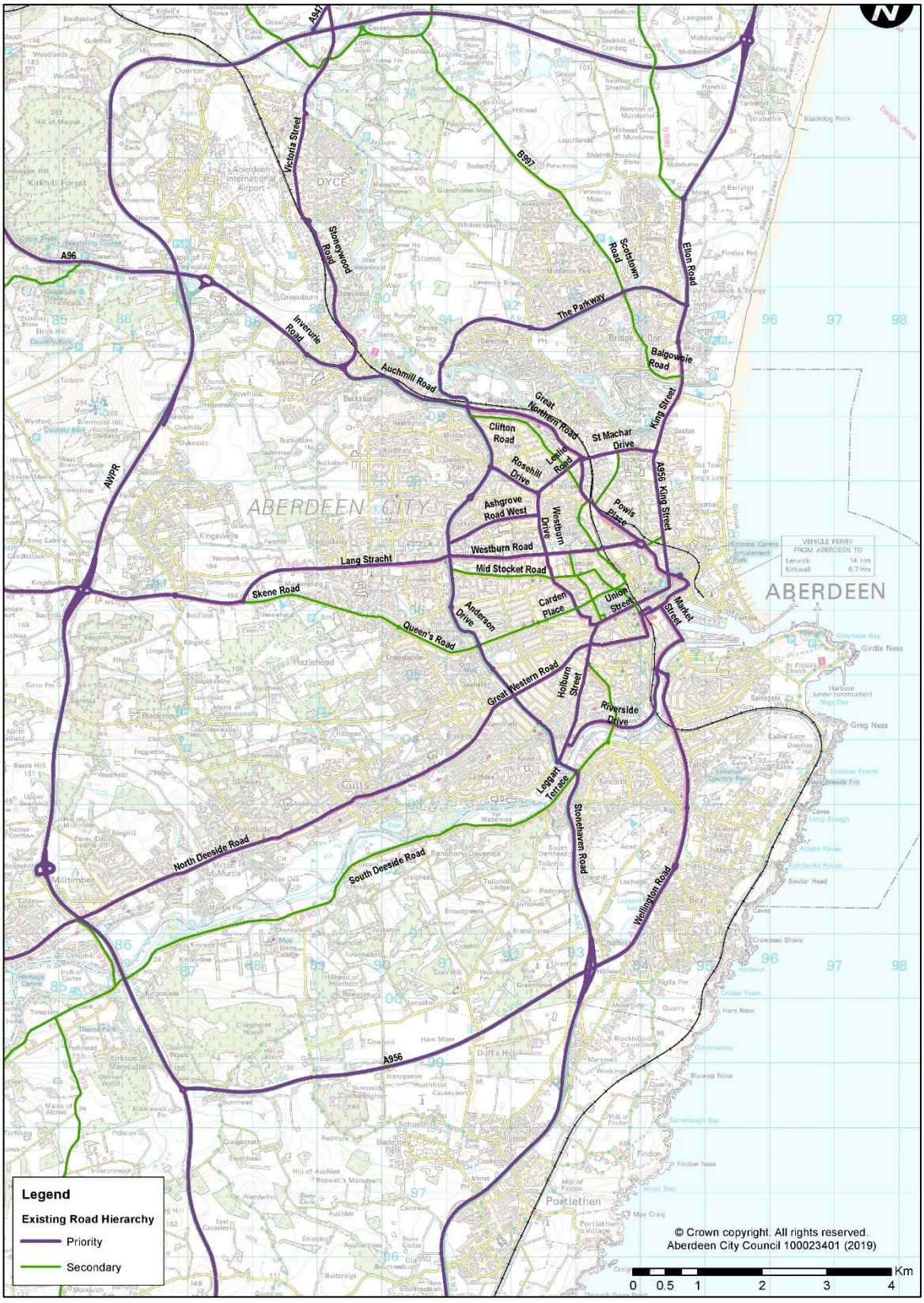


Figure 2: Revised Hierarchy (City-wide), from June 2020

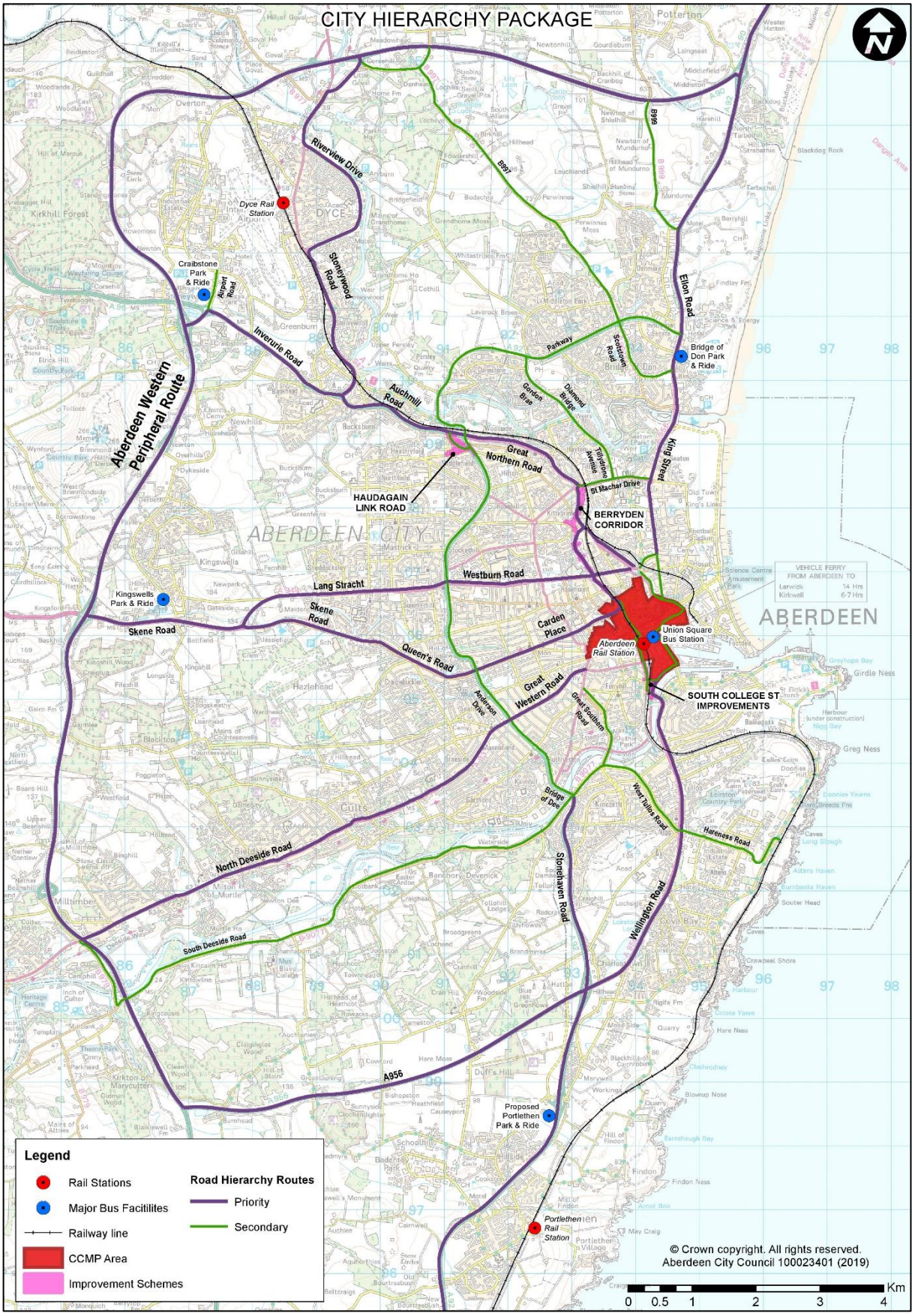


Figure 3: Revised Hierarchy (City Centre), from June 2020

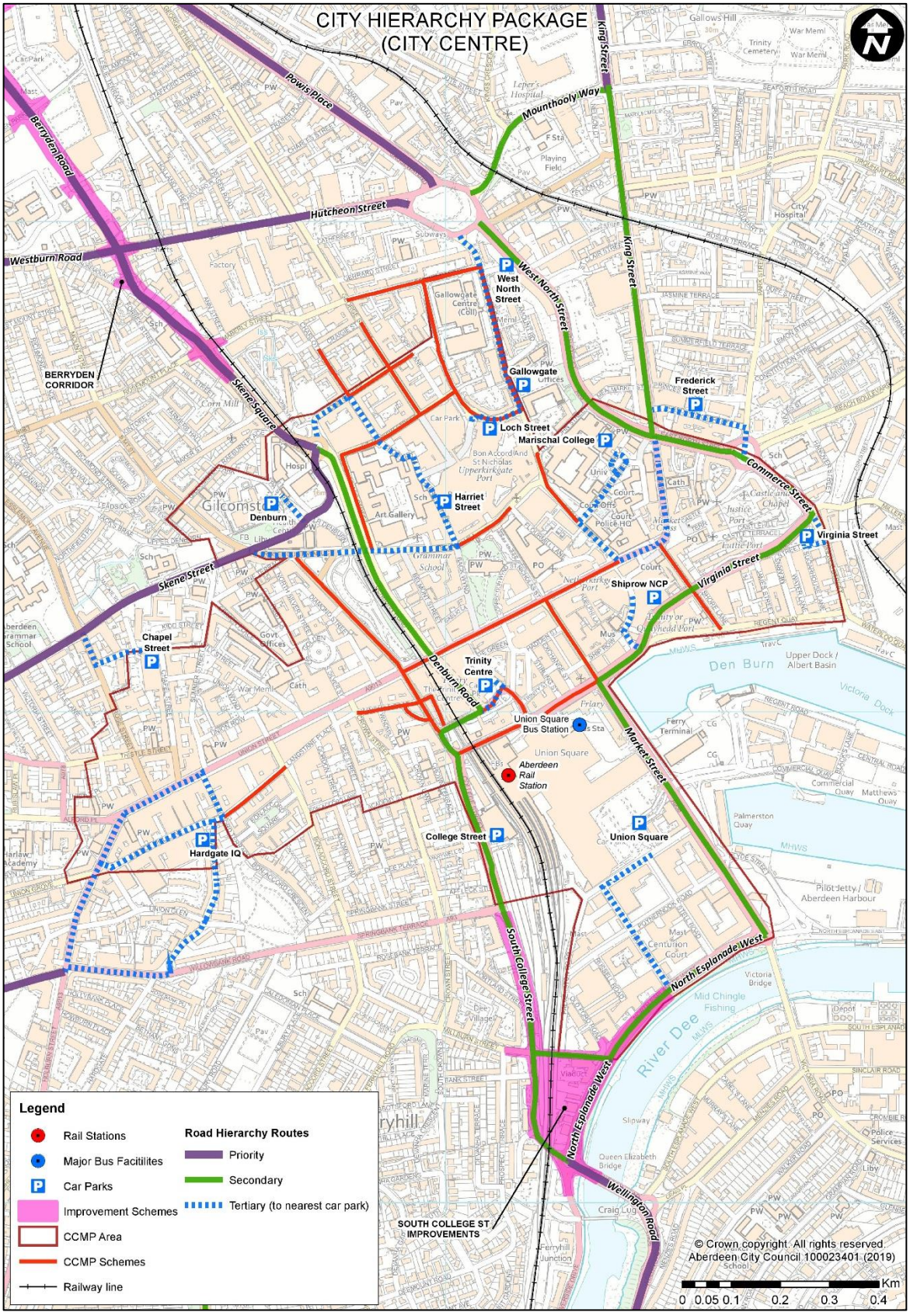


Table A1: Road Reclassifications

Classification change	Streets
A-class road to B-class road	Bridge Street (Guild Street to Wapping Street) College Street Guild Street (College Street to Carmelite Street) St. Machar Drive
A-class road to C-class road	Willowbank Road Springbank Terrace Wellington Place Wapping Street Carmelite Street (Wapping Street to Guild Street) Riverside Place Riverside Drive Victoria Street (Parkhill Roundabout to Stoneywood Road / Riverview Drive Roundabout) Hilton Street Leslie Road Westburn Drive Argyll Crescent Argyll Place Westfield Road Craigie Loanings Albert Street Waverley Place Victoria Street Alford Place Ashgrove Road West Rosehill Drive Holburn Street
A-class road to unclassified road	Guild Street (Carmelite Street to Market Street) Union Street Castle Street King Street (Castle Street to East North Street)
B-class road to A-class road	Skene Road Queens Road Carden Place Skene Street Woolmanhill (Skene Street to Woolmanhill Roundabout)
B-class road to C-class road	Mid Stocket Road Beechgrove Terrace (Mid Stocket Road to Rosemount Place) Rosemount Place (Beechgrove Terrace to South Mount Street) South Mount Street Rosemount Viaduct (south Mount Street to Union Terrace) Watson Street Esslemont Avenue Rose Street Thistle Street Chapel Street Clifton Road Bedford Road Scotstown Road (North Donside Road to Balgownie Road) Balgownie Road
B-class road to unclassified road	Union Terrace Bridge Street (Union Street to Wapping Street) Nelson Street

C-class road to B-class road	South College Street
Unclassified road to A-class road	Riverview Drive
Unclassified road to B-class road	Denburn Road (Woolmanhill Roundabout to Wapping Street) Mounthooly Way North Donside Road Airport Road West Tullos Road Hareness Road Gordon Brae Gordon Mills Road Tillydrone Road Tillydrone Avenue

Figure 4: Reclassified roads

Table A2: Road Reclassification Schedule and Statement of Reasons

Link	Description of Roads	Reason for Change	New Route Number
1	That length of road (formerly the A93) known as Willowbank Road, Springbank Terrace and Wellington Place, commencing at its junction with the A9013 Holburn Street (Point A: NJ 93230 05478), for a distance of 884 metres or thereby in an easterly direction to its junction with the (former) A93 College Street (Point B: NJ 94111 05600). A class road to C class road.	Sections of this corridor fall within the City Centre Masterplan (CCMP) area. With the CCMP's emphasis on reducing city centre traffic and delivering an enhanced place for people, it is no longer desirable to have a priority route running through the city centre.	C93
2	That length of road (formerly the A93) known as College Street and Bridge Street, commencing at its junction with the (former) A93 Wellington Place (Point A: NJ 94111 05600), for a distance of 384 metres or thereabout in a northerly direction to its junction with the (former) A93 Wapping Street (Point B: NJ 93989 05958). A class road to B class road.	Sections of this corridor fall within the CCMP area. With the CCMP's emphasis on reducing city centre traffic and delivering an enhanced place for people, it is no longer desirable to have a priority route running through the city centre. This does remain, however, an important access route to key city centre destinations including the bus and rail stations and car parks.	B983
3	That length of road known as South College Street, commencing at the A956 North Esplanade West / Riverside Drive / South College Street roundabout (Point A: NJ 94235 05074) for a distance of 547 metres or thereby in a northerly direction to its junction with the (former) A93 Wellington Place (Point B: NJ 94111 05600). C class road to B class road.		
4	That length of road (formerly the A93) known as Wapping Street and Carmelite Street, commencing at its junction with the (former) B983 Bridge Street (Point A: NJ 93989 05958), for a distance of 230 metres of thereby in an easterly and southerly direction to its junction with the (former) A93 Guild Street Street (Point B: NJ 94161 05989). A class road to B class road.		
5	That length of road (formerly the A93) known as Guild Street, commencing at its junction with the (former) A93 College Street (Point A: NJ 94013 05919), for a distance of 160 metres or thereby in an easterly direction to its junction with the (former) A93 Carmelite Street (Point B: NJ 94161 05989) A class road to B class road.		

6	That length of road known as Denburn Road, commencing at its junction with the B986 Woolmanhill Roundabout (Point A: NJ 93756 06525) for a distance of 621.5m or thereby in a south-easterly direction to its junction with the (former) A93 Wapping Street (Point B: NJ 94067 06002). Unclassified road to B class road.		
7	That length of road (formerly the A93) known as Guild Street, commencing at its junction with the (former) A93 Carmelite Street (Point A: NJ 94161 05959), for a distance of 160m or thereby in an easterly direction to its junction with the A956 Market Street (Point B: NJ 94306 06060). A class road to unclassified road.	The corridor falls within the CCMP area. With the CCMP's emphasis on reducing city centre traffic and delivering an enhanced place for people, it is no longer desirable to have a priority route running through the city centre. The CCMP proposes traffic restrictions on Guild Street to enable development of a pedestrian, cycle and bus priority space so this may not function as a through-route for general traffic in the future.	Unclassified
8	That length of road (formerly the A945) known as Riverside Place and Riverside Drive, commencing at its junction with the A9013 Holburn Street (Point A: NJ 92852 03926), for a distance of 2.29 kilometres in a north-easterly direction to the A956 Wellington Road / North Esplanade West / South College Street roundabout (Point B: NJ 94247 05060). A class road to C class road.	No longer functions as a priority route in the revised hierarchy as it does not provide a connection to the strategic road network. A height restriction at the eastern section means the route is unsuitable for HGVs and double-decker buses.	C945
9	That length of road known as Riverview Drive, commencing at its junction with the A947 Oldmeldrum Road / Victoria Street / Riverview Drive Roundabout (Point A: NJ 88822 13676) for a distance of 2.49 kilometres or thereby in a southerly direction to and including the A947 Stoneywood Road / Riverview Drive / Victoria Street roundabout (Point B: NJ 88867 12014). Unclassified road to A class road.	The A947 priority route deviates from its historical alignment via Victoria Street to Riverview Drive. Victoria Street has a higher place function, given the presence of local shops and services, and has a HGV restriction, meaning Riverview Drive is more appropriate for general traffic.	A947
10	That length of road (formerly the A947) known as Victoria Street, commencing at the A947 Parkhill Roundabout (Point A: NJ 88822 13676) for a distance of 1.72 kilometres or thereby in a southerly direction to the A947 Stoneywood Road / Riverview Drive / Victoria Street roundabout		C947

	(Point B: NJ 88867 12014). A class road to C class road.		
11	That length of road (formerly the A978) known as St Machar Drive, commencing at its junction with the A96 Great Northern Road (Point A: NJ 93135 08344) for a distance of 1.11 kilometres or thereby in an easterly direction to its junction with the A956 King Street (Point B: NJ 94229 08451). A class road to B class road.	Does not serve a strategic function and better meets definition of a secondary route in the revised hierarchy in that it serves to connect two priority routes (A96 and A956).	B991
12	That length of road (formerly the A978) known as Hilton Street, Leslie Road, Westburn Drive, Argyll Crescent, Argyll Place, Westfield Road, Craigie Loanings, Albert Street, Waverley Place, Victoria Street and Alford Place commencing at the (former) A978 Leslie Road / A96 Great Northern Road roundabout (Point A: NJ 93085 08335) for a distance of 3.31 kilometres or thereby in a southerly direction to its junction with the (former) A9013 Holburn Street and Union Street (Point B: NJ 93336 05789). A class road to C class road.	Movement is to be prioritised along the radial routes that traverse this orbital route. Some sections are inappropriate for high traffic movements as much of their place function is residential.	C978
13	That length of road (formerly the A9011) known as Ashgrove Road West, commencing at its junction with the A92 Anderson Drive (Point A: NJ 91039 07040) for a distance of 1.47 kilometres or thereby in an easterly direction to its junction with the (former) A978 Westburn Drive(Point B: NJ 92422 07468). A class road to C class road.	An anomaly A road in that it no longer functions as a priority route and no longer provides a connection with the strategic road network. Much of its place function is residential, therefore it is not a preferred route to direct traffic along.	C9011
14	That length of road (formerly the A9012) known as Rosehill Drive, commencing at its junction with the A92 Anderson Drive (Point A: NJ 91707 08205) for a distance of 782 metres or thereby in a south-easterly direction to the (former) A978 Hilton Drive / Westburn Drive roundabout (Point B: NJ 92409 07806). A class road to C class road.	An anomaly A road in that it no longer functions as a priority route and no longer provides a connection with the strategic road network. Much of its place function is residential, therefore it is not a preferred route to direct traffic along.	C9012

15	That length of road (formerly the A9013) known as Holburn Street, commencing at the A92 / Holburn Street roundabout (Point A: NJ 92742 03681) for a distance of 2.2 kilometres or thereby in a northerly direction to its junction with the the (former) A9013 Union Street (Point B: NJ 93339 05785). A class road to C class road.	No longer functions as a priority route. Does not provide connection with the strategic road network, although remains an important access route to the west of the city centre. Strong place function (residential and town centre).	C9013
16	That length of road (formerly the A9013) known as Union Street, Castle Street and King Street, commencing at its junction with the (former) A978 Alford Place (Point A: NJ 93314 05779) for a distance of 1.47 kilometres or thereby in an easterly and northerly direction to its junction with the A956 King Street / A96 West North Street (Point B: NJ 94425 06550). A class road to unclassified road.	The corridor falls within the CCMP area. With the CCMP's emphasis on reducing city centre traffic and delivering an enhanced place for people, it is no longer desirable to have a priority route running through the city centre. The CCMP propose sections of this corridor becomes a pedestrian, cycle and bus priority street and is the focus of current LEZ options so restrictions to general traffic could be introduced in the future.	Unclassified
17	That length of road (formerly the B983) known as Mid Stocket Road, Beechgrove Terrace, Rosemount Place, South Mount Street and Rosemount Viaduct, commencing at its junction with the A92 Anderson Drive (Point A: NJ 91080 06633) for a distance of 2.77 kilometres or thereby in a south-easterly direction to its junction with the (former) B983 Union Terrace (Point B: NJ 93696 06317). B class road to C class road.	No longer connects to a priority route hence does not adhere to the revised definition of secondary route. Traverses residential communities and the town centre of Rosemount which has an inherent place value to the community and the wider population and is therefore not appropriate to direct through-traffic to.	C983
18	That length of road (formerly the B983) known as Union Terrace and Bridge Street, commencing at its junction with the (former) B983 Rosemount Viaduct (Point A: NJ 93696 06317) for a distance of 464 metres or thereby in a southerly direction to its junction with the (former) A93 Wapping Street (Point B: NJ 93989 05958). B class road to unclassified road.	Proposed CCMP schemes restrict general traffic movements along Union Terrace and Bridge Street.	Unclassified
19	That length of road (formerly the B985) known as Watson Street, commencing at its junction with the A944 Westburn Road (Point A: NJ 92897 06892) for a distance of 366 metres or thereby in a southerly direction to its junction with the (former)	Runs through residential communities and the town centre of Rosemount and enters the CCMP area which has an inherent place value. The CCMP proposes public realm enhancements on Rose	C985

	B983 Rosemount Place (Point B: NJ 92983 06534). B class road to C class road.	Street and Chapel Street which are likely to make these streets undesirable for directing through-traffic along.	
20	That length of road (formerly the B985) known as Esslemont Avenue and Rose Street, commencing at its junction with the (former) B983 Rosemount Place (Point A: NJ 93021 06532) for a distance of 814 metres or thereby in a southerly direction to its junction with the (former) A9013 Union Street (Point B: NJ93402 05825). B class road to C class road.		
21	That length of road (formerly the B985) known as Thistle Street and Chapel Street, commencing at its junction with the (former) B985 Rose Street (Point A: NJ 93365 05913) for a distance of 151 metres or thereby in an easterly and southernly direction to its junction with the (former) A9013 Union Street (Point B: NJ 93402 05826). B class road to C class road.		
22	That length of road (formerly the B986) known as Clifton Road, commencing at its junction with the A92 Anderson Drive (Point A: NJ 91391 08993) for a distance of 2.2 kilometres or thereby in a south-easterly direction to its junction with the A96 Powis Terrace (Point B: NJ 93071 07858). B class road to C class road.	The street is almost entirely residential. Communities should be protected from the impacts of through- traffic.	C986
23	That length of road (formerly the B990) known as Nelson Street, commencing at its junction with the A96 West North Street (Point A: NJ 94088 06995) for a distance of 300 metres or thereby in an easterly direction to its junction with the A956 King Street (Point B: NJ 94345 07135). B class road to unclassified road.	No longer connects to a priority route and therefore does not adhere to the revised definition of a secondary route. It is a narrow, one-way street, residential in nature, with a designated neighbourhood centre where the route meets King Street. Place and physical characteristics suggest that the parallel Mounthooly Way would be the preferred option for vehicle movements.	Unclassified
24	That length of road known as Mounthooly Way commencing at its junction with the A96 Mounthooly Roundabout (Point A: NJ 94055 07056) for a distance of 366 metres or thereby in an easterly direction to its junction with the A956 King Street (Point B: NJ 94326 07266). Unclassified road to B class road.	Connects the priority route on A956 King Street with Mounthooly Roundabout which is the proposed end point for the A96 and A944 priority routes. More suitable for vehicular movements than the current secondary route via Nelson Street.	B990

25	That length of road (formerly the B991) known as Bedford Road, commencing at its junction with the (former) A978 St. Machar Drive (Point A: NJ 93647 08439) for a distance of 932 metres in a southerly direction to the its junction with the A96 Powis Terrace (Point B: NJ 93289 07624). B class road to C class road.	No longer provides a through connection for general traffic due to the implementation of a bus gate, although still provides the only vehicular access point to Kittybrewster Retail Park.	C991
26	That length of road known as North Donside Road, commencing at its junction with the B997 Scotstown Road (Point A: NJ 94101 10072) for a distance of 480 metres or thereby in an easterly direction to its junction with the A956 Ellon Road (Point B: 94563 10147). Unclassified road to B class road.	North Donside Road is considered the more appropriate continuation of the B997, compared to the current route via Balgownie Road, given that the former is a wider, higher capacity road, is already the preferred public transport corridor and has residences set back from the road, unlike those on Balgownie Road which front straight onto the road.	B997
27	That length of road (formerly the B997) known as Scotstown Road and Balgownie Road, commencing at its junction with North Donside Road (Point A: NJ 94099 10067) for a distance of 886 metres or thereby in a south-easterly direction to its junction with the A956 Ellon Road (Point B: NJ 94626 09748). B class road to C class road.		C997
28	That length of road (formerly the B9119 and B986) known as Skene Road, Queens Road, Carden Place, Skene Street and Woolmanhill, commencing at its junction with the A944 (Point A: NJ 87861 06136) for a distance of 6.41 kilometres or thereby in an easterly direction to the (former) B986 Skene Square / Denburn Road / Woolmanhill roundabout (Point B: NJ 93734 06520). B class road to A class road.	Although not connected to the strategic road network, this functions as an alternative radial route to the A944 with its start point at the A944 priority route and ending at Woolmanhill roundabout, facilitating movements to the city centre and car parking opportunities in the south-west of the city centre.	A9119
29	That length of road known as Airport Road commencing at the A96 Craibstone Roundabout (Point A: NJ 87311 11156) for a distance of 908 metres or thereby in a northerly direction to the Argyll Road / Forties Road / Brent Road / Upper Farburn Road roundabout (Point B: NJ 87507 12037). Unclassified road to B class road.	Connects the strategic road network at the A96 Craibstone Roundabout to the principal destinations of Aberdeen International Airport and Craibstone Park and Ride.	B984
30	That length of road known as West Tullos Road commencing at the B9077 Great Southern Road / West Tullos Road Roundabout (Point A: NJ 93512 03958) for a distance of 1.67 kilometres or thereby in a south-easterly direction to the A956	Connects the B9077 Great Southern Road with the A956 priority route on Wellington Road via a dual carriageway link. Also connects with Hareness Road, currently the	B985

	Wellington Road / West Tullos Road roundabout (Point B: NJ 94698 02940). Unclassified road to B class road.	preferred access route to Aberdeen South Harbour.	
31	That length of road known as Hareness Road commencing at the A956 Wellington Road / Hareness Road roundabout (Point A: NJ 94741 02939) for a distance of 1.89 kilometres or thereby in an easterly direction to its junction with Coast Road (Point B: NJ 96256 02793). Unclassified road to B class road.	Connects A956 priority route on Wellington Road with Aberdeen South Harbour.	
32	That length of road known as Gordon Brae, Gordon Mills Road, Tillydrone Road and Tillydrone Avenue, commencing at the Gordon Brae / A92 Parkway junction (Point A: NJ 92285 10349) for a distance of 2.45 kilometres or thereby in a south-easterly direction to its junction with the (former) A978 St. Machar Drive (Point B: NJ 93643 08459). Unclassified road to B class road.	Currently serving a B road function in terms of providing a connection between the northern suburbs of Aberdeen and the key destination of University of Aberdeen with onward connections to the city centre.	B988

This page is intentionally left blank

Appendix 2 – Roads Hierarchy Progress

Priority Corridors		
Route	**Progress to Date**	**Next Steps**
A90: Aberdeen Western Peripheral Route	Fully opened in 2019.	N/A
A92/A956 north: AWPR / Blackdog junction to King Street / Mounthooly Way junction	Bridge of Don to City Centre Active Travel Options Appraisal complete.	Outcomes incorporated into Bus Partnership Fund (BPF) corridor study and City Centre and Beach Masterplan (CCBMP).
	BPF Multimodal Corridor Study (Ellon to Garthdee) - Detailed Options Appraisal complete.	Recommended improvements progressing to Outline Business Case (OBC)
	Murcar North Cycle Route – Options Appraisal underway.	Progress recommended improvements to OBC.
A947: AWPR / Parkhill junction to Inverurie Road junction	Multimodal Corridor Study - Detailed Options Appraisal underway.	Progress recommended improvements to OBC.
A96: AWPR / Craibstone junction to Mounthooly Roundabout	BPF Multimodal Corridor Study (Inverurie to Aberdeen) – Detailed Options Appraisal underway.	Progress recommended improvements to OBC.
	A96 East of Huntly to Aberdeen Dualling - Options Appraisal underway.	Transport Scotland to determine.
	Haudagain Improvement Project - opened 2022.	N/A
A944: AWPR / Kingswells South junction to Mounthooly Roundabout A9119: A944 / Skene Road junction to Woolmanhill Roundabout	Westhill to Kingswells Cycle Route Options Appraisal complete.	Outcomes incorporated into BPF corridor study.
	BPF Multimodal Corridor Study (Westhill to Aberdeen) – Detailed Options Appraisal complete.	Progress recommended improvements to OBC.
A93: AWPR / Deeside junction to Holburn Street	Multimodal Corridor Study - Detailed Options Appraisal underway.	Progress recommended improvements to OBC.
A92 South: AWPR / Charleston	BPF Multimodal Corridor Study (Laurencekirk to Aberdeen) -	Detailed Options Appraisal.

junction to Leggart Terrace	Preliminary Options Appraisal underway.	
A956 Wellington Road: AWPR / Charleston junction to North Esplanade West	Multimodal Corridor Study - Detailed Appraisal complete.	Hareness and Souterhead junction improvements progressing to design and delivery.
	Marywell to Wellington Road Cycle Route - preferred option agreed.	Outcomes incorporated into BPF corridor study.
Berryden Corridor - Belmont Road to Woolmanhill Roundabout	Detailed design progressing.	Completion of detailed design.
Secondary Corridors		
Route	**Progress to Date**	**Next Steps**
A92: Parkway / Ellon Road to Bridge of Dee via Anderson Drive	Mutlimodal Corridor Study – Detailed Options Appraisal complete.	Progress recommended improvements to OBC.
	Bridge of Dee Study STAG Appraisal complete	Progress post-AWPR review of outcomes.
A96: West North Street	Options considered as part of A944/A9119 and A96 multimodal corridor studies.	A96 moving to Detailed Appraisal and A944/A9119 to OBC.
A956: King Street / Mounthooly Way to North Esplanade West / Palmerston Place via Commerce Street, Virginia Street, Trinity Street and Market Street	King Street - options being progressed via the Ellon to Garthdee study which has completed Detailed Appraisal	Progress recommended improvements to OBC.
	OBC completed for A956 / Beach Boulevard junction.	Progress recommended option to Detailed Design and Full Business Case (FBC).
B983: Woolmanhill Roundabout to North Esplanade West via Denburn Road, Wapping Street, Carmelite Street, Guild Street, College Street and South College Street	Denburn Road - Options considered as part of A944/A9119 and A96 multimodal corridor studies.	A96 moving to Detailed Appraisal and A944/A9119 to OBC.
	South College Street Improvement Scheme - Phase 1 largely complete.	Phase 2 option appraisal underway.
B984: Airport Road	No interventions proposed.	

B985: West Tullos Road and Hareness Road	Hareness Road included in External Transport Links to Aberdeen South Harbour Appraisal.	Design work being undertaken to inform OBC.
B988: Diamond Bridge	No interventions proposed.	
B990: Mounthooly Way	Options being progressed via the Ellon to Garthdee study which has completed Detailed Appraisal	Progress recommended improvements to OBC.
B991: St Machar Drive	Improved cycle facilities being considered as part of Berryden Plus proposals.	Further option development and modelling.
B999: AWPR to Murcar Roundabout	No interventions proposed	
B997: Scotstown Road	Options considered in A92 Anderson Drive and Parkway study - Detailed Appraisal complete.	Progress recommended improvements to OBC.
B9077: South Deeside Road and Great Southern Road	Great Southern Road – options being considered as part of A92(S) Laurencekirk to Aberdeen study, currently at Preliminary Options Appraisal stage.	Progress to Detailed Options Appraisal.
Local Improvements		
Route Description	**Progress to Date**	**Next Steps**
School Road-Golf Road-Park Road	Width restriction with exemption for buses and emergency vehicles installed on Golf Road in 2021.	Additional measures being considered as part of Beach Development Framework (BDF) proposals.
City Centre Low Emission Zone (LEZ)	LEZ declared May 2022.	Enforcement commences in 2024.
Union Street	Union Street Central made bus, cycle, taxi and servicing only in 2022.	Options for East and West Union Street under consideration.
Union Terrace	Streetscape improvements to support Union Terrace Gardens re-opening.	Right-turn ban for general traffic into Rosemount Viaduct to be implemented 2023.
Guild Street	Market Street to Carmelite Street to be made bus, cycle, taxi and servicing only.	Implementation - summer 2023.
Bridge Street	To be made bus, cycle, taxi and servicing only.	Implementation - summer 2023.

Market Street	Northern section to be made bus, cycle, taxi and servicing only	Implementation - summer 2023.
Schoolhill and Upperkirkgate	Placemaking improvement and footway widening on Schoolhill to support re-opening of Aberdeen Art Gallery complete.	N/A
	Harriet Street to Flourmill Lane made a pedestrian and cycle priority zone.	Design and delivery of formal streetscape improvements.
Belmont Quarter	Traffic management improvements implemented to support café culture aspirations	N/A
Merchant Quarter	Trinity Street - one-way restriction required to support CCBMP changes	Implementation - summer 2023.
	Streetscape improvements being identified.	Further design and engagement.
West End	Streetscape improvements being identified.	Further design and engagement.
Castlegate and Justice Street	Streetscape improvements being identified.	Further design and engagement.
George Street	Mini-Masterplan in development. Consultation undertaken on draft plans.	Finalisation of mini-masterplan; thereafter design and delivery.
Beach Esplanade Beach Boulevard	Options being considered as part of Beach Development Framework.	Further option appraisal and engagement.
Ashgrove Road and Ashgrove Road West	Ashrove Connects project looking at improved active travel and placemaking solutions on these streets and the surrounding area.	Funding approved for design.
Various - 20mph zones	Ongoing roll-out	

Supporting Strategies	
City Centre and Beach Masterplan	Originally approved 2015; recent reviewed and recalibrated to include George Street and Beach area. https://www.aberdeencity.gov.uk/services/strategy-performance-and-statistics/city-centre-masterplan.
Sustainable Urban Mobility Plan	Originally approved 2019; outcomes of current Active Travel Network Review likely to inform subsequent iteration. https://www.aberdeencity.gov.uk/sites/default/files/2020-01/Final%20Aberdeen%20SUMP.pdf.
Active Travel Action Plan	Approved 2021; outcomes of current Active Travel Network Review likely to inform subsequent iteration. https://www.aberdeencity.gov.uk/sites/default/files/2021-02/Appendix%205%20-%20ATAP%20Detailed%20Report_.pdf.

Freight Routeing Strategy	Completed as part of CIVITAS PORTIS programme. https://www.nestrans.org.uk/projects/freight/

This page is intentionally left blank

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen City Council Road Safety Plan 2023 to 2030
REPORT NUMBER	RES/23/239
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Naomi McRuvie
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 The purpose of this report is to introduce the new Aberdeen City Council Road Safety Plan 2023 to 2030 which reports on the City's achievements in meeting the 2020 Targets and the city's progress toward the new 2030 Targets.

2. RECOMMENDATIONS

That Committee:

2.1 notes the new Aberdeen City's updated road casualty figures to 2022; and

2.2 approves the new Aberdeen City Council Road Safety Plan 2023 – 2030 to further reduce these figures towards the targets set within Scotland's Road Safety Framework to 2030.

3. CURRENT SITUATION

3.1 The Council's previous Road Safety Plan 2019 to 2022 was written in line with Scotland's Road Safety Framework to 2020. In February 2021 the Scottish Government published its new Road Safety Framework to 2030 which builds upon the previous document setting out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long term goal where no one is seriously injured or killed on our roads by 2050.

3.2 Scotland's Road Safety Framework 2030 (the Framework) is based on the premise that no serious or fatal injury is acceptable, and that investment should continue in road safety until a zero rate is achieved. While ongoing developments in in-vehicle technology may bring this ambition a step closer, we are not proposing a "vision zero" policy at this time and are instead focused on maintaining the declining trend in Aberdeen's road injury rates, which would be a significant step in the right direction.

3.3 The Framework builds on what has already been achieved here in Scotland. It sets out new strategic outcomes for road safety built around the safe system approach, coupled with a comprehensive performance management system to monitor progress. Specific targets are being created to focus attention with partners on priority areas.

3.4 The Framework set targets to measure progress towards its goal. The Road Safety Plan sets out the 2004 to 2008 baseline average, as well as the level of casualties inferred by the 2015 milestones and 2020 targets. These figures show that Aberdeen has been successful in meeting the 2020 targets set by Transport Scotland.

3.5 Road casualty figures are reported annually by Transport Scotland. The figures for 2022 are provisional pending verification and publication in Scotland's Reported Road Casualties due to be published in Autumn this year.

3.6 COVID-19 had a profound impact on transport choices and the number of killed and seriously injured road traffic collision casualties nationally. Transport Scotland research found that car traffic levels dropped to around 25 per cent of 2019 levels at the start of the pandemic measures but had recovered to 91 per cent of 2019 levels by the end of the first six-month period. The reasons for how, why and when people travel have fundamentally changed. There has been a mass shift to home working in some professions. Sustained remote and local working practices could promote a better work/life balance and result in less exposure to air pollution, while also causing less congestion. It should be noted however, figures relating to road casualties may have been affected during this period.

3.7 The Road Safety Plan 2023-2030 can be found in Appendix 1.

4. FINANCIAL IMPLICATIONS

4.1 The implementation of measures determined from the Road Safety Plan will be carried out using existing resources.

4.2 A capital fund is in place to provide £1M over the next 5 years as agreed through the budget process in 2023. Transport Scotland have also provided an annual Road Safety Infrastructure Fund for capital schemes.

4.3 All budgetary spend is reported annually within the Roads and Transport Related Capital Budget Programme. Other strategic funding streams could be sourced, for example Nestrans and Sustrans, for specific schemes that may emerge which cannot be delivered using existing resources.

5. LEGAL IMPLICATIONS

5.1 Any improvements made to the transport network as a result of the Road Safety Plan may reduce insurance claims against the Council.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Measures proposed within the plan include reduced speed limits which are expected to create improved environments for active travel. An increase in active travel will have benefits for air quality.

6.2 Improved driving practises mean that vehicles operate at more efficient rates, reducing wear and tear, and excessive fuel consumption.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure to appropriately assess the roads network in relation to Road Safety will affect the Council's ability to deliver upon the National Reduction Targets.	By appropriately assessing the roads network, the Council can ensure that strategic risk levels are minimised.	L	Yes
Compliance	It is a statutory duty for the Council to report on Road Casualty figures. Failure to do so would be a breach of this duty and would render the Council open to legal claims for compensation.	By appropriately assessing Road collisions data and operating a robust set of inspection regimes, the Council can minimise risk of statutory non-compliance.	L	Yes
Operational	Failure to adequately maintain and assess collision data could lead to a deterioration of the road network and increased numbers of road collisions on those assets. This will create a substantial operational burden.	By appropriately maintaining and assessing risk pertaining to road collisions, the Council can ensure that the operational burden resulting from road safety is minimised.	L	Yes

Financial	That measures may be identified that cannot be met by existing budgets.	Officers can explore alternative budgets for further works that are identified dependant on the scale/ extent and type of work that is deemed to be required	L	Yes
Reputational	The deterioration in assessment of collision data would be highly visible to our customers. Failure to maintain these will result is reputational damage. A significant number of customer enquiries relate to road safety concerns	By appropriately maintaining and analysing data ensures that, reputational damage can be minimised, although it is acknowledged that a level of dissatisfaction with asset condition will always exist.	L	Yes
Environment / Climate	The activities associated with completing the works outlined in this report have a negative environmental impact	Any appropriate improvements using lower carbon solutions where available will mitigate negative environmental impact.	L	Yes

8. OUTCOMES

COUNCIL DELIVERY PLAN 2023-2024	
	Impact of Report
Aberdeen City Council Policy Statement **Working in Partnership for Aberdeen**	The proposals within this report are included within the approved rolling programme of additional capital funding over the five-year period from 2023 to 2028 for the additional investment in roads.
Aberdeen City Local Outcome Improvement Plan 2016-26	
Prosperous People Stretch Outcomes	*14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.* This report details Road Safety Actions and improvements which are necessary to provide customers with a safe infrastructure for walking and cycling.

Prosperous Place Stretch Outcomes	Creating an environment where road users feel safe to use the roads network and encourage the use of more sustainable modes of travel
Regional and City Strategies NESTANS Regional Transport Strategy 2040	The proposals set out in the appendices to this report support the NESTRANS Regional Transport Strategy and include schemes funded by NESTRANS Encourage and improve safe travel options for the inclusivity of all our citizens

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 assessment has been completed
Data Protection Impact Assessment	Not required.
Other	

10. BACKGROUND PAPERS

10.1 Scotland's Road Safety Framework to 2030
https://roadsafety.scot/scotlands-road-safety-framework/…..

10.2 Key Reported Road Casualties Scotland 2022
https://www.transport.gov.scot/publication/key-reported-road-casualties-2022-pdf-only/

11. APPENDICES

Appendix 1 Aberdeen City Council Road Safety Plan 2023 - 2030

12. REPORT AUTHOR CONTACT DETAILS

Name	Naomi McRuvie
Title	Technical Officer
Email Address	nmcruvie@aberdeencity.gov.uk
Tel	01224 067740

This page is intentionally left blank

ROAD SAFETY PLAN

2023 to 2030

ABERDEEN CITY COUNCIL

Contents

FOREWARD

The last 3 years have created opportunities and challenges for Road Safety professionals as the COVID 19 pandemic has, at times, significantly altered traffic volumes, modified travel patterns and led an increase in walking and cycling. These changes have had a positive effect to the number of Road Casualties. Whilst this is great news, it makes prediction of future issues a challenge as our usual review and provide mechanism is more difficult to assess.

However, we continued to monitor, assess and identify improvements to our roads network especially through the challenges of creating safe spaces for people. Ensuring that vulnerable citizens were protected from possible road safety issues, along with the day to day road safety issues of the ever evolving roads network within the City.

It should be a great source of pride for us all in Aberdeen that due to this hard work, and in partnership with many other agencies, stakeholders and other road safety professionals that the reduction in road collisions has continued to a downward trend.

The measure of this success is that we have managed to meet ALL Government Targets for 2020 and are striving to achieve the NEW 2030 Targets as set out in “Scotland’s Road Safety Framework to 2030” “Together, making Scotland’s roads safer” published in February 2021.

When you consider the unnecessary grief, hurt and loss that road collisions cause to victims and their families, every improvement made is of huge significance and while the statistics are encouraging, we must guard against complacency. The figures in this document serve to remind us that progress always needs to be made.

Safety is a shared responsibility for everyone who uses our roads network, as well as those who design, maintain and police the network. All our stakeholders and citizens must strive and build on these significant achievements to make our streets safer for everyone.

INTRODUCTION

The population of Aberdeen City is around 230,000 and Aberdeen City Council looks after approximately 1057km of road network and oversees the safe travel of their citizens.

The Council has a statutory duty under the '1988 Road Traffic Act – Section 39' to investigate, design, promote engineering and education measures, give road safety advice and information to prevent road traffic collisions and the impact resulting on the social and economic costs and especially the devastating impact on the pain and suffering endured by affected families.

Our Road Safety and Traffic Management Team not only delivers the Councils' Road Safety Plan but also carries out a diverse range of tasks in an effort to reduce the occurrence of road collisions within the city.

- supervises and monitors road collision data to identify areas where remedial improvements should be taken including carrying out studies on collision on our roads network to identify areas where appropriate intervention is required or identify casualty and causation trends
- carrying out programme of measures designed to promote road safety
- carrying out relevant surveys

- preparing reports provide engineering solutions
- designing schemes
- preparation and commissioning work
- design and evaluation measures
- develops council policies and practices relating to road safety
- undertakes Road Safety Audits

with all these actions being pertinent to the delivery of the reduction in the pain and suffering caused by Traffic Collisions within the City.

Ensuring a safe roads infrastructure is key to achieving a reduction in road accidents. Areas of concern across our road network are investigated and where it has been identified that there is a proven road safety issue and working with the current governmental guidance, identify mitigating measures that should be promoted to reduce the risk to the road user and reduce the likelihood of injury in the event of a collision.

It is not solely the responsibility of the Central Government, Local Authorities, the Police or the many excellent road safety bodies to make progress towards getting the number of roads deaths and serious injuries down. It is the responsibility of every single road user who uses the City's roads and footwork network.

Partnerships in this area are vital. We must all work together and ensure everyone understands their responsibilities to make in-roads towards….

This document follows on the back of the publication in 2010 of Scotland's Road Safety Framework to 2020 'Go Safe on Scotland's Roads, and the NEW Scotland's Road Safety Framework to 2030, '*It's everyone's responsibility'* published in Feb 2021 which it supersedes.

It is intended that this document not only reports back on Aberdeen City Council's achievements made towards the targets set out in the Scotland's Road Safety Framework to 2020 but also progress towards the 2030 Targets, whilst outlining strategic objectives incorporating the integration of the Safe Systems' five pillars approach, using known collision information, trends and evolving issues to develop our current priority focus areas, all with the aim of Scotland having the Best Road Safety performance in the world by 2030.

When considering Road Safety, it is important to emphasise the positive influence that our strong Partnerships with stakeholders make towards the reduction of casualties both local and nationally. These stakeholders are detailed below:-

	Nationally		Locally
	Transport Scotland		Aberdeen City Council
	Police Scotland		Aberdeenshire Council
	Scottish Fire and Rescue Service		Moray Council
	Scottish Ambulance Service		NHS Grampian Health Board
	Society of Chief Officers Scotland		NESTRANS
	Crown Office & Procurator Fiscals Office		Local Partnership Forums – North East Road Safety Forum
	RoSPA		North East Policing Unit
	IAM Roadsmart		Community Safety Partnerships
	Cycling Scotland		Active Travel Groups
	SUSTRANS		Local Authority Education Departments
			Local Motorcycle groups Haulage Organisations Trunk Road Operating Companies

The effect on Road Casualties from COVID 19 Pandemic

Commenting on the data, Ewan Wallace, head of Transportation at Aberdeenshire Council and chair of Road Safety North East Scotland said: “The reductions seen in north east road collisions and casualties in 2020 are significant and have undoubtedly arisen from the unparalleled changes which people had to make to their lives during the response to Covid.

“In the first half of 2020, many northeast roads saw only a small proportion of their usual traffic flows and putting it simply, less people using the road led to fewer collisions and for much of 2020 Covid-related travel restrictions were in force which led to considerably fewer vehicles using the road.

Transport Scotland has indicated that ‘car traffic levels dropped to around 25% of 2019 values between March and September 2020’* and during that time, when restrictions applied, many people chose to make greater use of alternative travel options.

“By the end of 2020, traffic volumes had returned to near normal levels and in a road safety context, we will have to acknowledge that 2020 was likely a unique year which has temporarily distorted – ironically in a positive way given the negative backdrop of COVID – the general direction of local road safety performance

These restrictions have significantly impacted on both the number of road collisions and casualties, with reductions occurring in all three adjacent local authority areas.

With the above in mind, it should be noted that road collision data over the period 2020 and 2021 (most notably the changes between 5th Jan to April 2021 during the second lockdown whereby there was a legal requirement forbidding anyone from leaving their homes except for essential purposes).

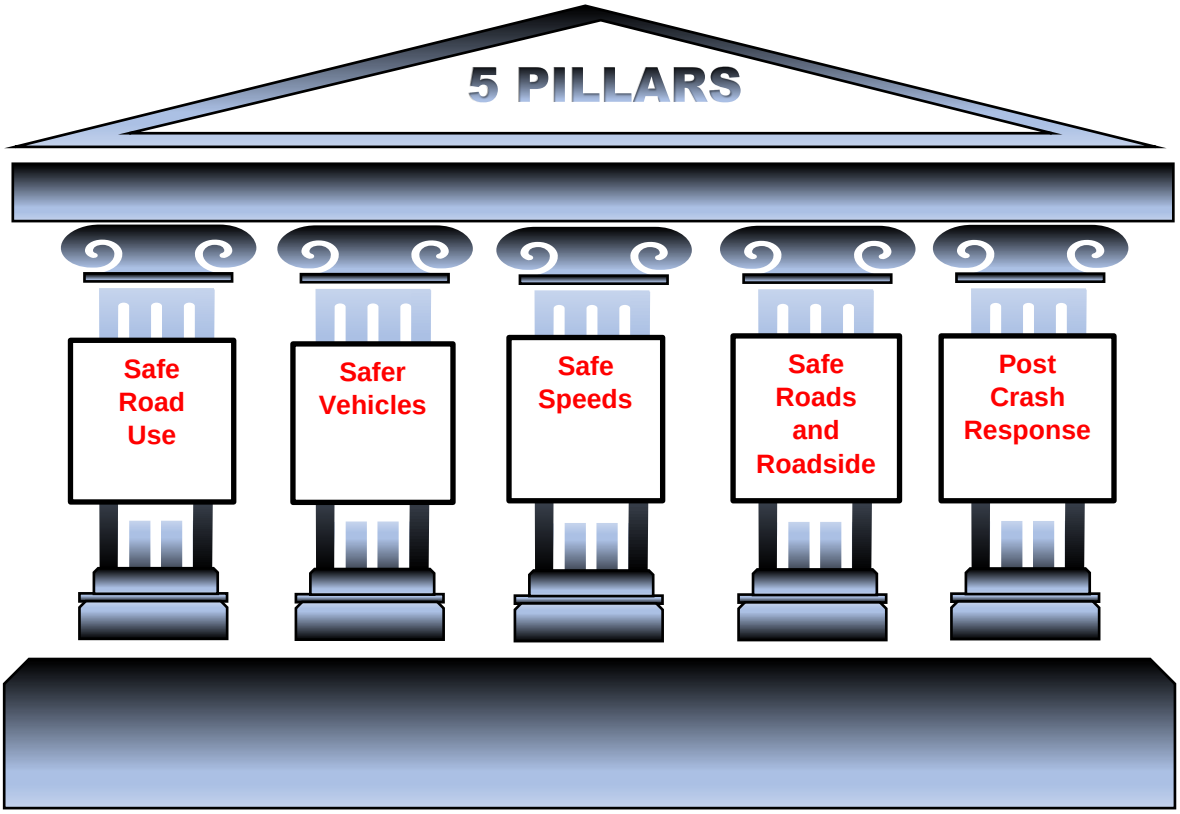
This will have had a significant impact on the reporting of collision data going forward therefore the collision data for this time period will be skewed and it will not be until the preceding years where a true reflection of casualty reduction can be effectively assessed.

SAFE SYSTEMS

adopted by Scotland’s Road Safety Framework to 2030 in conjunction with the well-respected 5’E’s approach.

Firstly, it may be prudent to explain the Safe System approach as highlighted in Scotland’s Road Safety Framework to 2030 as well as the 5 E’s model.

First published in 2021 the above Framework adopted a new **SAFE SYSTEMS** Approach which identifies the collaborative approach for Road Safety Stakeholders to follow in an effort to reduce Casualties on our local Authority Roads.



The aspiration for

SCOTLAND TO HAVE THE BEST ROAD SAFETY PERFORMANCE IN THE WORLD

To explain how the 5 Pillars applies to a reduction of road collision casualties, each pillar is detailed separately in the tables below:-

SAFE ROAD USE

This pillar is generally the responsibility of the road users themselves.
What are the behaviours that each road users take to help improve road safety to themselves and other road users:-

- **Paying full attention** to the road ahead and the task at hand

- **Travelling at Lower Speeds**
  Adapting your speed to prevailing conditions. Road users should be aware of the speed limit within the environment they are driving. A speed limit is not a target speed for driving, all drivers should drive at the appropriate speed for the environment.

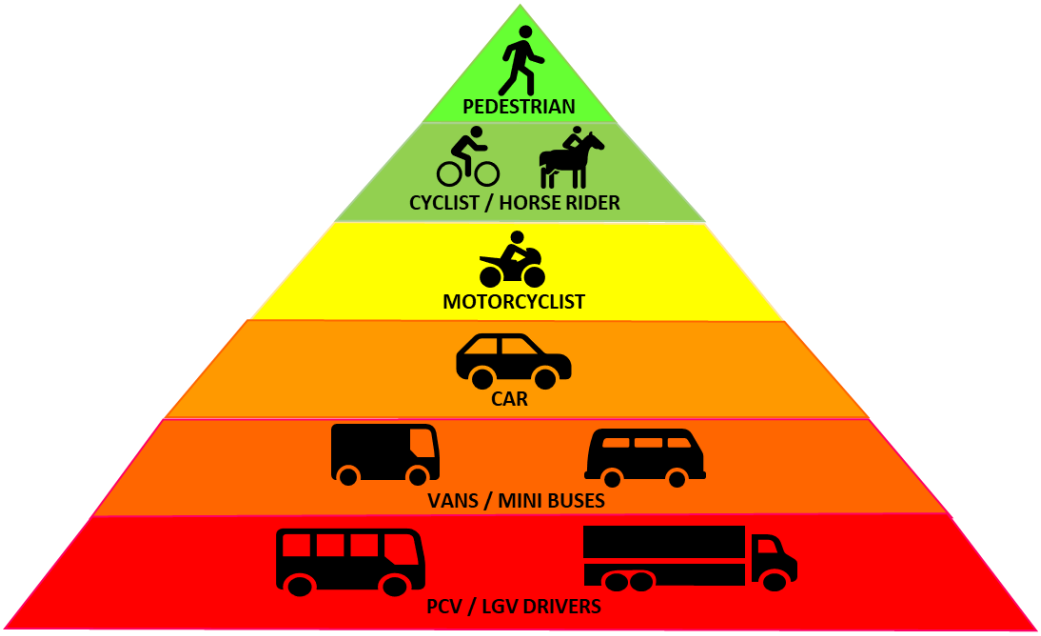
- **Adapting their driver behaviour** to the road conditions
  - Prevailing Weather conditions which can affect the road surface.
  - Presence of other road users especially relating to Vulnerable Road Users (Pedestrians/Cyclists/Wheelers/Motor Cyclists).

- **Not driving while under the influence of drink, drugs**, prescribed medicine which may affect your reactions as well as fatigue.

- **Not being distracted by in vehicle technology** such as mobile phones, entertainment systems or Satellite Navigation Systems.

- **Giving other road users safe room**, especially Vulnerable Road Users no matter which mode of travel they choose to adopt.

Respect for **ALL** ***Road Users*** by **ALL** ***Road User Groups*** is essential regardless of their adopted choice of travel with everybody being mindful of the road user hierarchy and the vulnerability of those road users who come to the greatest harm in the event of a road collision. All road users should take the responsibility to reduce the danger or threat they pose to other road users.



ROAD USER HIERARCHY

Aberdeen City adopt measures to encourage safe road use including working together with other stakeholders (Scottish Government bodies, NESTRANS) to reduce the reliance on car based travel, encouraging people to use more active modes of transport ie. walking, cycling, wheeling and the use of public transport links in and around the city.

SAFE ROADS AND ROADSIDES

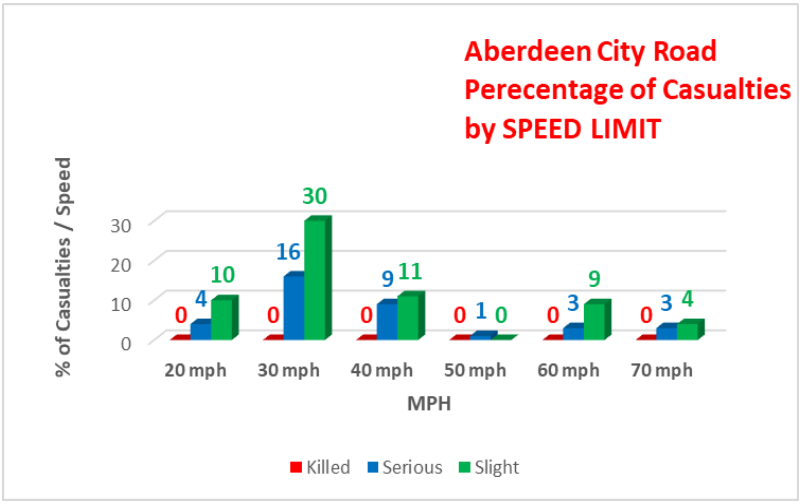
Customarily the responsibility of the Scottish Government, Local Authorities, Police Scotland and other relevant stakeholders.

Generally, roads and roadsides are designed specifically to reduce the risk of collisions and to mitigate the severity of injury occurring in the event of collisions

This is achieved by the combination of improved design and maintenance of the roads network supported by the implementation of a range of strategies, design specifications as well as Governmental guidance on a range of Road Safety Initiatives to ensure that the roads and roadsides are as safe as possible. These can be achieved by the segregation of different road users where achievable, or creating safer sharing spaces, and the appropriate use of signing and speed limits, which is more affordable and sustainable way to protect the safety of the most vulnerable road users, and which is hoped, in turn promotes more positive behaviours of road users.

SAFE SPEEDS

Responsibility of the Scottish Government and Local Authorities with input through consultation with Police Scotland and other relevant stakeholders. Appropriate speed limits are introduced to help with crash avoidance and in turn reducing the severity of injuries sustained in the event of a collision by reducing the speed at which the impacts occur.



The Roads Hierarchy has been reconsidered as the requirements of the network across Aberdeen has seen changes to traffic patterns as a result of the opening of the A90 Special Road (AWPR and B/T). Aberdeen City Council aims to establish appropriate speed limits, with consistency applied across the network. Key factors in determining appropriate speed limits are the history of collisions, road geometry, engineering measures, road functionality, road environment as well as the composition of road users especially the potential levels of vulnerable road users.

Transport Scotland has also now released further details regarding the widespread implementation of 20mph speed limits in urban areas where it is appropriate to do so.

The 20mph strategy seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity.

SAFE VEHICLES

Responsibility of manufacturers and technological advances.

Vehicles are to be designed and regulated to minimise the occurrence and consequences of roads collisions to the road user in relation, not only to the vehicle occupants but also to those vulnerable user groups. Manufacturers are continually making vehicles safer through such technologic innovations as:-

- Autonomous Emergency Braking Systems.
- Passive measures such as seatbelts / airbags.
- In vehicle technology / speedometers / seatbelt indicators.

It is vital that roadworthiness is regulated to the highest standards.

POST CRASH RESPONSE

Responsibility of the Government, Emergency Services, National and Local Health Authorities and Police Scotland and Local Authorities.

It is vital to work with the emergency service stakeholders ensuring the best possible response times in the event of a road collision to ensure that victims are effectively cared for and helped in a timeously fashion.

The health outcomes for victims of road collisions rely on the systems to quickly locate and provide the most professional emergency first aid responder care as quickly as possible to ensure the victims are stabilised and safely transported to the hospital for further specialised treatment to give the victims the best possible outcome for their injuries.

Where there is an identifiable road safety problem, either highlighted by members of the public, the Police or through data analysis, Aberdeen City Council meaningfully investigate the causes and potential solutions for the future.

5 E's MODEL

In conjunction with the NEW Safe Systems Approach we will continue to work towards the reduction targets using the 5 E's Model.

- **E**NGINEERING - Apply engineering measures to promote safe active travel and support the safe systems approach.
- **E**NFORCEMENT – Work with and support Police Scotland in identifying areas of speeding concerns/ illegal or bad driving practices and City Wardens relating to civil parking and bus/cycle lane enforcement.
- **E**DUCATION - Provide a world class road safety education and active school travel service.
- **E**NCOURAGEMENT - Work with our partners, businesses and communities to prevent and reduce collisions and their severity.
- **E**VALUATION – Evaluate Road Safety initiatives to ensure improvements are effective and appropriate are good value for money.

This system has served us well in achieving reductions in casualties as results show by way of previous road safety targets.

Changes to the Accident Reporting System- *Police Scotland*

Before continuing it should be noted that in 2019 Police Scotland introduced a NEW Accident and Casualty Recording System to remove the uncertainty that arises from officers having to assess, (based on the official guidance at the time) casualty injuries based on their own judgement. This was to collate information accurately and consistently.

However, this has created an inconsistency within the previous time series therefore the Department of Transport has carried out analysis to show what historical figures would have looked like had the CRASH system had been previously used. For this reason, figures quoted in previous documents may differ from those presented here.

More information on the adjustment methodology can be found in REPORTED ROAD CASUALTIES SCOTLAND 2020 published by the National Statistics Publication for Scotland.

PROGRESS SO FAR

Aberdeen City Council's previous Road Safety Plan was written in line with

However, in February 2021 Transport Scotland published a new Framework for local Authorities to work towards:-

This document sets out an ambitious, compelling and ultimate goal for Scotland to have the best road safety performance in the world, with aspirations for Scotland to have nobody killed or seriously injured on Scotland's roads by 2050.

This document not only builds on the strengths and progress made on the previous Framework but introduces a more comprehensive performance management system which will help in gaining a much clearer understanding of the differing issues that influence road safety within Scotland in addition to improved communication between road safety professionals at the national and local levels.

Aberdeen City has always had a strong relationship with its neighbouring Local Authorities, working together collaboratively along with our colleagues within the Police Force, other governmental Stakeholders and Road Safety professionals to reduce the number of people killed and seriously injured on our roads.

PREVIOUS TRANSPORT SCOTLAND'S TARGET TO 2020

SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2020
(Published 2012)

To understand the scale of the problem it is maybe pertinent to show the results of Aberdeen City's progress towards the previous Framework to 2020 detailed below:-

SCOTLANDS ROAD SAFETY FRAMEWORK TO 2020 NATIONAL TARGETS 2020			
"Go Safe on Scotlands Roads - It's everyones responsibility'			
ABERDEEN CITY'S PROGRESS TOWARDS OUR NATIONAL TARGET 2020			
	NATIONAL 2020 REDUCTION TARGET	***PROJECTED ABERDEEN CITY 2020 TARGET***	***ACTUAL 2020 CASUALTIES***
Killed	40%	3	1
Seriously Injured	55%	38.5	38
Children Killed	50%	0	0
Children Seriously inured	65%	3.2	2
Key:		***Transport Scotland Target MET***	

As you can see from the table above, we have achieved the Scottish Targets for ALL Killed and Seriously Injured Casualty in both categories, Adult and Child. We met these targets, in some cases by the narrowest of margins, and although we have made in-roads, we will continue to improve towards the NEW 2030 Framework Targets.

These results were published as part of the Road Safety Plan Annual Update September 2021.

THE SCALE OF THE PROBLEM

COSTS of Road Collisions – Aberdeen City

When considering collisions, the Department for Transport estimate the cost of road casualties and accidents in Great Britain, for use in cost-benefit analysis of the prevention of road casualties and accidents in road schemes. This is intended to encompass all aspects of the costs of casualties including both the human cost and the direct economic cost.

The human cost covers an amount to reflect the:

- pain
- grief
- and suffering to the casualty, relatives and friends,

In the case for fatal casualties, the intrinsic loss of enjoyment of life over and above the consumption of goods and services.

The economic cost covers loss of output due to injury and medical costs. The cost of an accident also includes:

- the cost of damage to vehicles and property
- the cost of police and insurance administration.

COMPARISON OF THE COST OF COLLISIONS in Aberdeen City BETWEEN 2010 and 2021

COST of each collision by severity in SCOTLAND 2010		
Severity	**Cost / Collision**	
Fatal	£	1,585,510.00
Serious	£	178,160.00
Slight	£	13,740.00
Reported Road Casualty Scotland 2010 average cost based on available GB figures (£) 2010		

Using the data above the table below shows the estimated total personal and economic cost of road collisions in Aberdeen City 2010.

COST OF COLLISIONS – Aberdeen City in 2010

TOTAL COST of Collisions Aberdeen City 2010				
Severity	**Cost/ Collision**	**No. of Casualties**	**Cost**	
Fatal	£ 1,585,510.00	7	£	11,098,570.00
Serious	£ 178,160.00	75	£	13,362,000.00
Slight	£ 13,740.00	407	£	5,592,180.00
		Total	**£**	**30,052,750.00**
Reported Road Casualty Scotland 2010				

This data shows that the total cost of collisions was around £30M.

Now, if we compare the above costs (2010) with the data from 2021 you can see how proactive Aberdeen City has been in the reduction to the cost road safety collisions.

COST OF COLLISIONS – Aberdeen City in 2021

(Please note that costs were compared between 2010 and 2021 as 2022 figures have not, as yet, been verified by Transport Scotland).

COST of each collision by severity SCOTLAND 2021		
Severity	**Cost / Collision**	
Fatal	£	2,114,526.00
Serious	£	237,614.00
Slight	£	18,318.00
Reported Road Casualty Scotland 2021 average cost based on available GB figures (£) 2021		

TOTAL COST of Collisions Aberdeen City 2021				
Severity	**Cost/ Collision**	**No. of Casualties**	**Cost**	
Fatal	£ 2,114,526.00	1	£	2,114,526 .00
Serious	£ 237,614.00	36	£	8,554,104.00
Slight	£ 18,318.00	33	£	604,494 .00
		Total	**£**	**11,273,124.00**
Reported Road Casualty Scotland 2021 average cost based on available GB figures (£) 2020				

Since well before 2010 Aberdeen City has been working along with its Stakeholders and Road Safety Partners to achieve this reduction.

The figures show that between 2010 and 2021 the estimated economic cost to the Aberdeen economy had REDUCED from £30 million to a little over £11M, a reduction of 63%.

Costs Savings to the Economy following the Reduction of Road Casualties Aberdeen City 2020		
Severity	**Total Cost of Collisions**	
2010	£	30,052,750.00
2021	£	11,273,124.00
Total Cost Reduction	**£**	**18,779,626.00**

ABERDEEN CITY PROGRESS TOWARDS TRANSPORT SCOTLAND'S ROAD CASUALTY TARGETS TO 2030

SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2030
Delivery Plan 2021 - 2022
(Published 2021)

Interim Targets to 2030

It should be noted that all 2022 figures are provisional as the verified results will not be published by Transport Scotland until Autumn 2023.
As detailed above Transport Scotland published the NEW Casualty Reduction Targets in February 2021.

Scotland's Road Safety Framework to 2030 –
"Together, Making Scotland's Road Safer"

The casualty reduction targets for 2050 are ambitious therefore Transport Scotland have developed Interim Targets for 2030 to ensure we are on track.

Progress towards these new Interim Targets are detailed below:-

SCOTLANDS ROAD SAFETY FRAMEWORK TO 2030 NATIONAL TARGETS	
Together, Making Scotland's roads safer	
ABERDEEN CITY'S PROGRESS TOWARDS OUR INTERIM NATIONAL TARGET 2030	
ROAD CASUALTIES	***NATIONAL 2030 REDUCTION TARGET***
Killed	***50%***
Seriously Injured	***50%***
Children Killed	***60%***
Children Seriously inured	***60%***

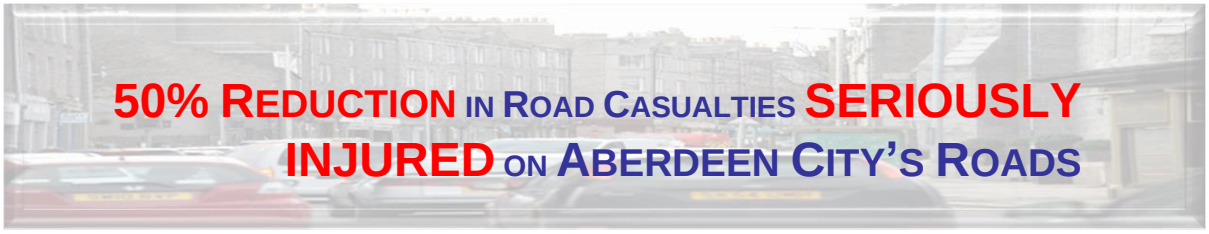
CASUALTIES KILLED ON ABERDEEN CITY'S ROADS

Aberdeen City Road Casualties Killed between 2013 to 2022										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No of Casualties	4	4	4	2	2	2	2	1	2	1

2014-2018 Baseline figure	3
50% Reduction	1.5
2030 TARGET	1.5
ACTUAL 2022 FIGURE	1

Target MET to date

CASUALTIES SERIOUSLY INJURED ON ABERDEEN CITY's ROADS



Aberdeen City Road Casualties Seriously Injured between 2013 to 2022										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No of Casualties	126	111	94	67	53	58	55	36	26	26

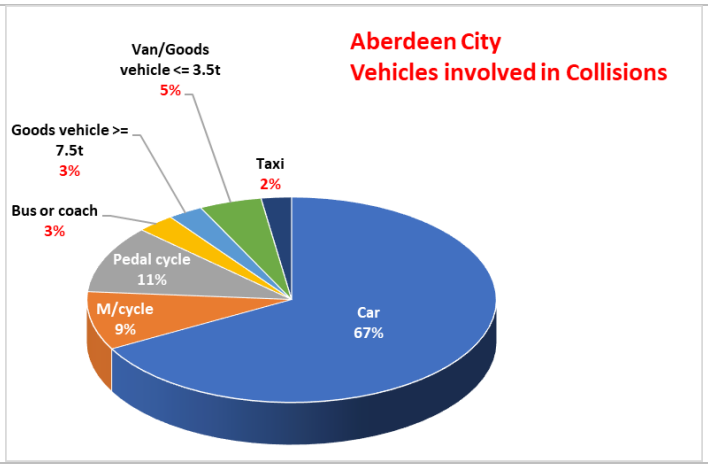
2014-2018 Baseline figure	77
50% Reduction	38
2030 TARGET	39
ACTUAL 2022 FIGURE	26

Target MET to date

The tables above show that **both targets for the reduction in KILLED as well as the SEROUSLY INJURED targets for 2030 have already been met to date** however the effect of the COVID 19 Pandemic may have had an impact in casualty numbers therefore it may be another couple of years until a true reflection of the casualty numbers is captured.

KILLED AND SERIOUSLY INJURED CASUALTIES – Analysis of Data

COLLISIONS BY VEHICLE TYPE



SEATBELTS – NON-COMPLIANCE

Analysis has shown that over the past 10 years **15%** of collisions involved drivers or passengers who were **NOT** wearing a seatbelt with 38% of these involving drivers or passengers between the age of 20 and 30 year olds (almost 60% being women). This is a worrying trend. Generationally, these drivers have been brought up with this law being in place. Through working with our stakeholders this will be highlighted to see if other Local Authorities are also seeing this trend, action may be required at national level.

Seatbelts and the Law in SCOTLAND

The Seatbelt law for drivers and front seat passengers came into force in 1983 with rear seat passengers coming into force in 1991. The law states the following:-

- All drivers and passengers aged over 14 years old MUST wear a seatbelt if available, this includes both front and rear seat passengers
- The law applies to cars, vans and other commercial vehicles
- It is up to the driver to make sure everyone over the age of 14 years old wears a seat belt and or correct child restraint
- Only one person / seatbelt

Failure to do so could result in a penalty

- £100 minimum fine, up to £500
- and 3 points on your licence for a driver, if a child under the age of 14 is not properly restrained.

ALCOHOL and DRUG CONSUMPTION

Alcohol Related Collisions

Data analysis also showed that during a **10 year period (2013 to 2022)** alcohol impairment was involved in an average of 6% of all collisions ***(57%** of those collisions relating to alcohol being **PEDESTRIAN)**.*

Drug Related Collisions

Analysis shows that during the same 10 year period (2013 to 2022) drug impairment was involved in an average of 2% of all collisions (62% of those collisions relating to impairment by drugs being DRIVERS).

Although both these numbers seem quite low, they are totally unacceptable and therefore we must work together with all our stakeholders to educate to ALL our road users to the dangers of Drink / Drug driving, to change attitudes and irradicate the practice of getting behind a wheel under the influence of Drink or Drugs, whether prescribed or recreational.

CHILD CASUALTIES KILLED ON ABERDEEN CITY'S ROAD

The Scottish Government classifies CHILD CASUALTIES as those road users aged between 0 and 15 years of age

Aberdeen CHILD Road Casualties KILLED between 2013 to 2022										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No of Casualties	1	0	0	0	0	0	0	0	0	0

2014-2018 Baseline figure	0
60% Reduction	0
2030 TARGET	0
ACTUAL 2022 FIGURE	0

Target MET to date

Analysis of the Road Collision Data that Aberdeen City, since 2014 have had no children killed in road traffic collisions and therefore has already achieved the 2030 TARGET MET to date. But when children are concerned, we must not become complacent.

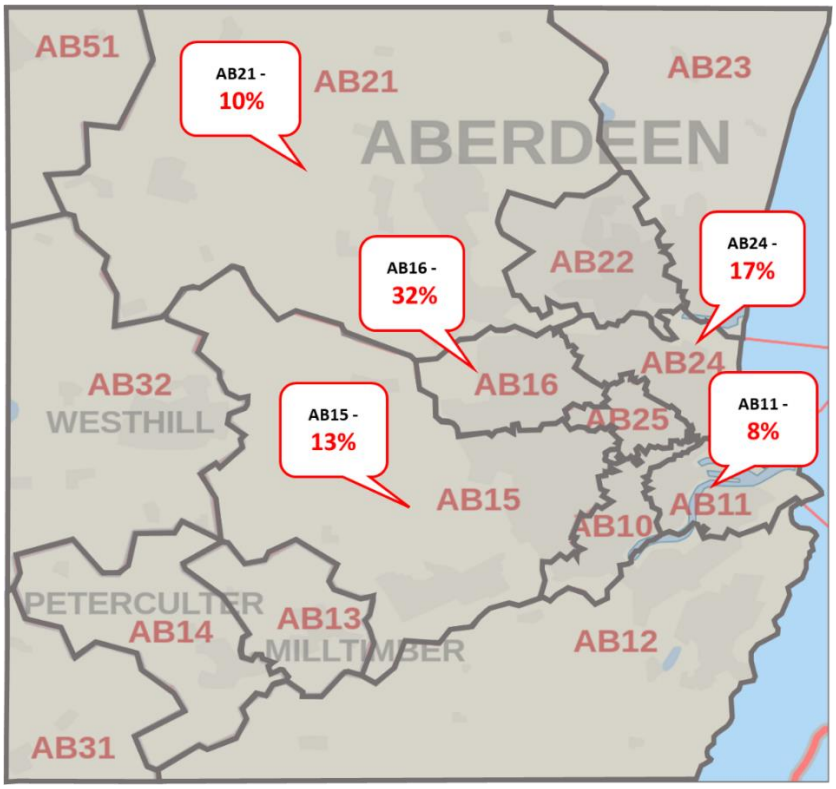
CHILD CASUALTIES SERIOUSLY INJURED ON ABERDEEN CITY'S ROADS

Aberdeen CHILD Road Casualties SERIOUSLY INURED between 2013 to 2022										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
No of Casu	9	6	8	11	2	1	5	2	0	5

2014-2018 Baseline figure	6
60% Reduction	3
2030 TARGET	3
ACTUAL 2022 FIGURE	5

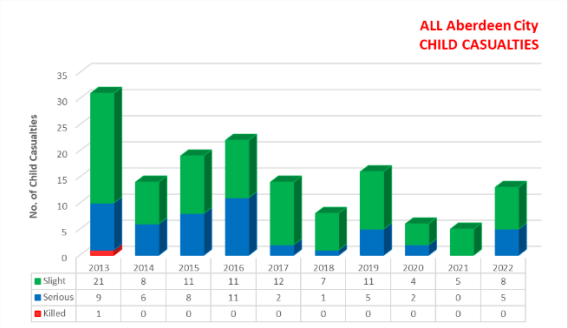
Target on schedule

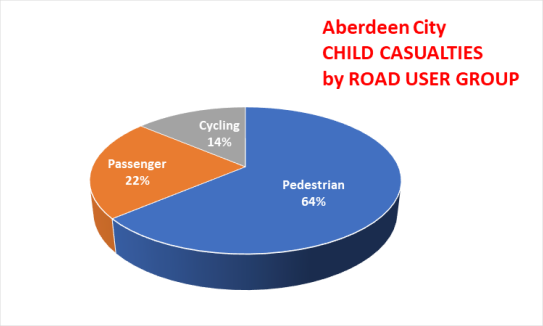
The above result show that although we have already reached our target for the reduction on **KILLED CHILD** casualties, we have yet to reach our target for **SERIOUSLY INJURED CHILD CASUALTIES**. Previous year's figures have fluctuated, showing an increase in **SERIOUS** injuries last year which could be consequence following on from the COVID pandemic. These numbers may be small but are extremely significant and show that we should not be complacent and must strive to maintain a downward trend to ensure that we sustain this reduction towards the target.



CHILD CASUALTIES -
Percentage of CHILD Casualties by POSTCODE

CHILD CASUALTIES - Analysis of Data

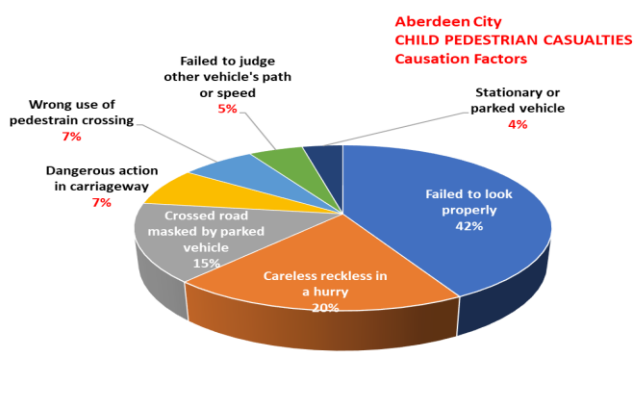




Based on figures from 2013 to 2021 figures show that **CHILD** PEDESTRIANS are the most **VULNERABLE CHILD** Road User group at **64%** of all child casualties.

CHILD PEDESTRIAN Casualties

AGE	*No. of PEDESTRIAN Casualties*	%age
0 to 4	10	10%
5 to 8	27	27%
9 to 12	30	30%
13 to 15	33	33%



As can be seen by the above pie chart the top causation factor for child pedestrian casualties are unsurprisingly:

- FAILURE TO LOOK PROPERLY – **42%**
- CARELESS / RECKLESS IN A HURRY – **20%**
- CROSSING ROAD MASKED BY PARKED OR STATIONERY VEHICLE – **15%**

These are basic dangers that should be reduced through teaching children basic Road Sense and shows that work is always required to reduce these casualty figures. **Most Child Casualties occur around school travel times, equating to 87% of ALL Child Casualties as the table below indicates.**

ABERDEEN City Child Casualties by TIMES OF DAY											
Time	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Totals
6 to 8	3	2	0	1	1	2	2	1	0	0	12
8 to 10	2	2	4	1	2	0	3	0	0	0	14
10 to 12	2	0	1	0	0	0	0	0	0	0	3
12 to 14	2	2	3	3	2	0	3	0	0	0	15
14 to 16	9	4	5	5	1	4	6	2	4	4	44
16 to 18	10	1	3	8	6	1	2	2	0	7	40
18 to 20	2	4	6	3	3	0	0	1	0	0	19
20 to 22	4	2	0	1	0	0	0	1	1	2	11
22 to 24	1	0	0	0	0	1	2	1	0	0	5
24 to 2	1	1	0	0	0	0	0	0	0	0	2
2 to 4	0	0	0	0	0	0	0	0	0	0	0
4 to 6	0	0	0	0	0	0	0	0	0	0	0

It is a common misconception that the Local Authority assumes responsibility for the safety of children on their whole journey to and from school. This is not the case and although the

Local Authority can assist with road safety improvements and initiatives where there are

proven road safety issues, it remains the responsibility for parents or guardians to ensure their child has the life skills or supervision to ensure safe use of the roads network.

In other words, the responsibility for ensuring the safety of children travelling to and from school is, and must remain, a parental one.

Aberdeen City Council Road Safety Team will endeavour to work with other Road Safety Stakeholders including Education to encourage schools to prepare Travel Plans.

CHILD PASSENGER Casualties

CHILD PASSENGERS equate to **22%** of **Child Casualties**.

A worrying trend relating to PASSENGERS casualties was that prior to 2020 and the COVID pandemic (from available data 2013 to 2020 – no data supplied following 2022) data was showing that almost **20%** of Child Passengers casualties were **NOT wearing seat belts!**

CHILD CYCLING Casualties

Figures from 2013 to 2021 show that **CHILD CYCLING Casualties** equate to **14%** of **ALL Child Casualties.**

The table below shows the **SEVERITY** of **CHILD CYCLE CASUALTIES**

Child Pedal Cycle Collisions				
Year	Killed	Serious	Slight	TOTALS
2013	1	1	1	3
2014	0	1	1	2
2015	0	3	0	3
2016	0	1	0	1
2017	0	0	1	1
2018	0	0	2	2
2019	0	1	1	2
2020	0	0	1	1
2021	0	0	1	1
2022	0	0	0	0

The latest figures may have been affected by the COVID pandemic however Aberdeen City will continue to work with our **ROAD SAFETY** partners to maintain a downward trend in Cycling Casualties.

The table below shows the age groups of **CHILD** Cycling Casualties

AGE	No. of CHILD CYCLING Casualties	%age
0 to 4	0	0%
5 to 8	4	33%
9 to 12	4	33%
13 to 15	4	33%

Any CHILD CYCLING Casualty is undesirable, and considering the urban nature of Aberdeen there has been great progress in reducing CHILD CYCLE casualties. Great efforts have been made by our **EDUCATIONAL PARTNERS** along with ***Bikeability Scotland*** have made a positive effect in the reduction in **CHILD CYCLE CASUALTIES** within the City.

Generally, there is no differential comparison to child casualties of either **GENDER** in relation to either **PEDESTRIAN** casualties or **PASSENGER** casualties, however a further breakdown identifies, significantly **Cycling Casualties** are predominantly **MALE**.

ABERDEEN CITY PROGRESS TOWARDS THE TRANSPORT SCOTLAND'S ROAD CASUALTY TARGETS TO 2030

Annual Delivery Plan 2021 - 2022

SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2030

(Published 2021)

Intermediate Outcome Targets to 2030

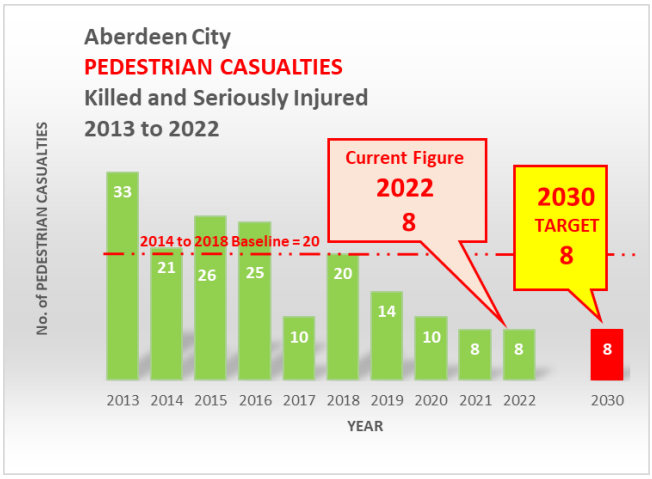
As well as the above, Transport Scotland has introduced more onerous reductions targets for the more vulnerable road users groups as well as age specific groups and are detailed as part of Intermediate Outcome Targets to 2030 below:-

SCOTLAND'S ROAD SAFETY FRAMEWORK to 2030 - INTERMEDIATE OUTCOME TARGETS	
Together, making Scotland's roads safer	
ROAD CASUALTIES	**NATIONAL 2030 REDUCTION TARGET**
Killed or Seriously Injured PEDESTRIANS	***40%***
Killed or Seriously Injured CYCLISTS	***20%***
Killed or Seriously Injured MOTORCYCLIST	***30%***
Killed or Seriously Injured ROAD USERS AGED 70 YEARS and OLDER	***20%***
Killed or Seriously Injured YOUNG ROAD USERS AGED 17 YEARS and OLDER	***70%***

PEDESTRIAN Casualties

40% Reduction in KILLED or SERIOUSLY INJURED PEDESTRIANS on Aberdeen City's Roads

Over the last 10 years 25% of ALL Aberdeen City Injury Collisions involved PEDESTRIANS

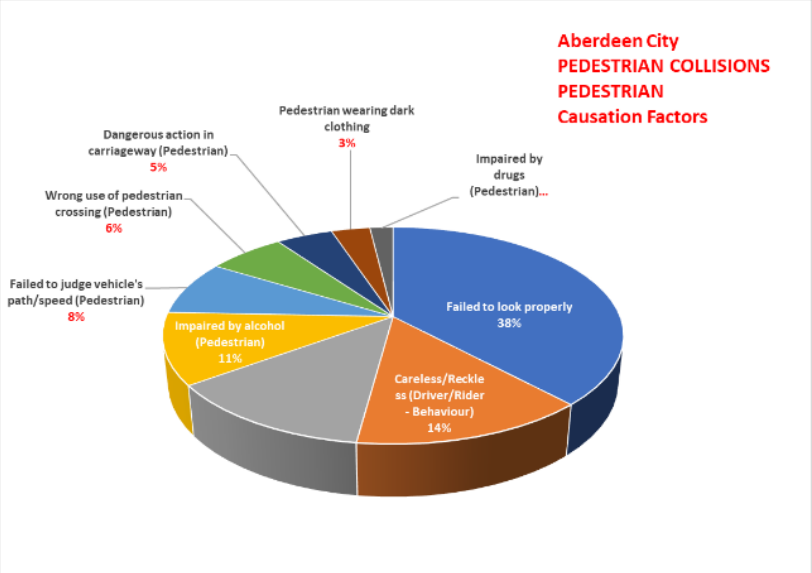


Figures below show that Aberdeen City **has reached the NATIONAL TARGET ahead of schedule** but will continue to work together with our Road Safety Partners and Stakeholders to maintain this reduction and reduce these figures further.

The following graphs show not only progress towards these **INTERIM TARGETS** but also the breakdown relating to severity of injuries and percentage of injuries in relation to **PEDESTRIAN CASUALTIES**.

PEDESTRIAN CASUALTIES – Analysis of Data

Interrogation of collision data over the past ten years show that 59% of pedestrian injury accidents are caused by the pedestrian, with the causation factors detailed below:-



This data shows that the top 4 causation factors have not differed over the years with FAILURE TO LOOK PROPERLY being the main cause of pedestrian collisions at **38%**,

- FAILURE TO LOOK PROPERLY **(38%)**
- CARELESS / RECKLESS IN A HURRY **(14%)**
- CROSSING THE ROAD MASKED BY STATIONARY or PARKED VEHICLE **(13%)**
- IMPAIRMENT BY ALCOHOL (Ped) **(11%)**

28% of collisions occurred in the city centre (around 11% citywide in total), with **18%** of pedestrian collisions occurring in the CITY CENTRE involving pedestrians UNDER THE INFLUENCE OF ALCOHOL This data has identified a worrying trend with approximately **11%** of ALL pedestrian collisions involving pedestrians being under the influence of alcohol. Although these figures have reduced in recent years. This data may have been affected by COVID 19 and therefore should be monitored in the future for changes.

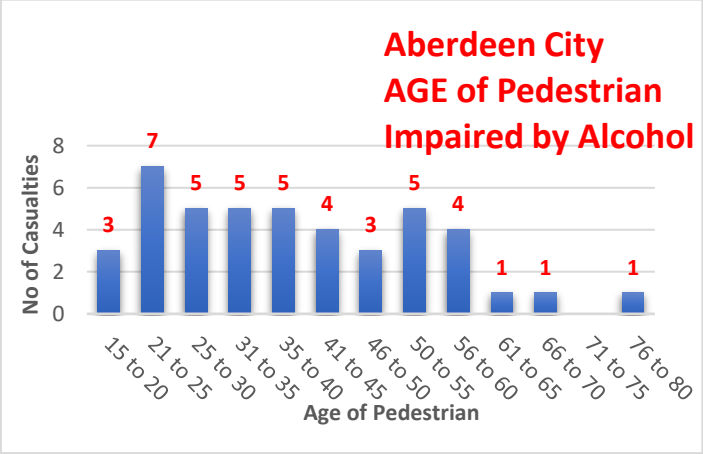
It should be noted that everyone reacts differently to the effects of alcohol, there is no safe cut off point. Alcohol is a depressant and as such slows down reaction times and the behaviour associated with inhibition.

Alcohol can affect:-

- Judgement.
- Slows down reaction times.
- Affects balance and coordination.
- And loss of concentration and feeling drowsy.

All the above can have a dramatic effect on a pedestrians' ability and judgement especially when crossing the road.

86% of alcohol related pedestrian casualties were male and the graph below identifies what ages are involved.



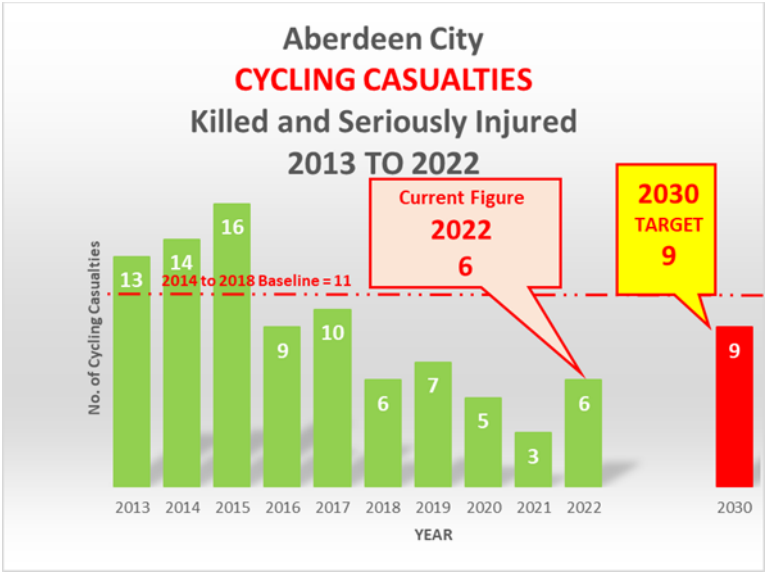
Citizens, especially **MALE pedestrians** should therefore be aware of the effects of alcohol when attending social events and try to plan ahead, ensuring they have made arrangements in advance to get home safely, especially at night.

It should also be noted that **9%** of pedestrian collisions involved **the WRONG USE OF PEDESTRIAN CROSSING**, this is an area of concern and once again should be monitored as this may require action through education.

CYCLING CASUALTIES

20% REDUCTION IN KILLED OR SERIOUSLY INJURED CYCLING ROAD CASUALTIES ON ABERDEEN CITY'S ROADS

Over the last 10 years 17% of ALL Aberdeen City Injury Collisions involved CYCLISTS



Figures show that Aberdeen City Council has **reached the NATIONAL TARGET ahead of schedule** and we will continue to work together with our Road Safety Partners and Stakeholders to maintain this reduction and reduce these figures further.

The following graphs show not only progress towards these interim **TARGETS** but also the breakdown relating to severity of injuries and percentage of injuries in relation to **CYCLING CASUALTIES**.

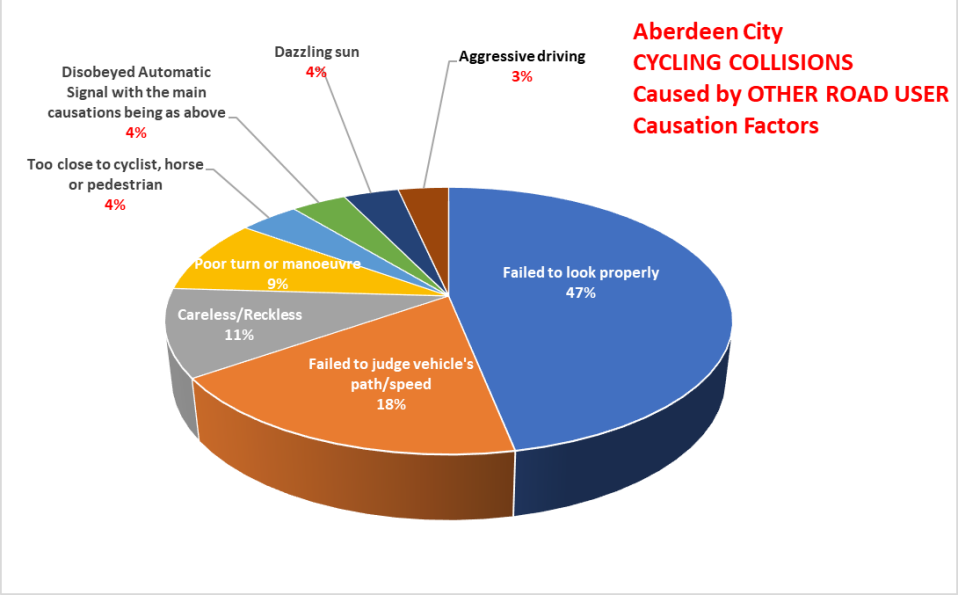
Cycle has increased over the past couple of years throughout the city (NESTRANS 2020) with this increase there are great benefits such as fitness, the environment and the financial benefits therefore it should be encouraged.

CYCLING – Analysis of Data

Cyclists will always be susceptible to more serious injuries as they have little protection in the event of a traffic collision especially when involved with a motor vehicle therefore it is essential to educate drivers as to the vulnerability of Cyclists.

CAUSATION OF CYCLING COLLISIONS

Other Drivers - A breakdown in Cycling Collisions show that almost 75% of Cycling Collisions are Caused by Other Drivers with around 25% being caused by Cyclist themselves.



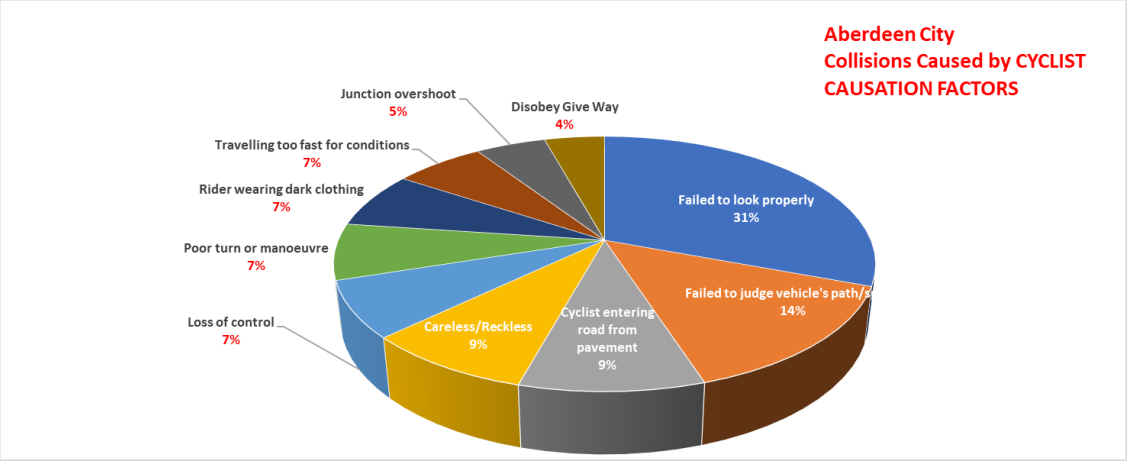
Unfortunately **75%** of Cycling collisions have been attributed to Other Road Users with the main causation factors detailed above:-

- FAILURE TO LOOK PROPERLY **(47%)**
- FAILURE TO JUDGE OTHER PERSONS PATH OR SPEED **(18%)**
- CARELESS / RECKLESS IN A HURRY **(11%)**
- POOR TURN OR MANOEUVRE **(9%)**

As you can see from the above, poor driving practices seem to be the main cause of **Cycling Collisions.**

Police Scotland have been proactive in a highlighting the need to give cyclists adequate space when overtaking through **'OPERATION CLOSE PASS'** as well as Cycling Scotland's **'GIVE CYCLE SPACE'**. These campaigns highlight the laws relating to the overtaking of cyclists whereby **drivers must leave at least 1.5 m between them and the cyclists** when carrying out an overtaking manoeuvre.

Although data shows that in the majority 'Other road user' groups are mainly at fault in the event of a collision involving cyclists, **CYCLISTS** are not always the innocent party in cycling collisions as the above pie chart shows. **25%** of Cycling collisions are attributed to **CYCLIST** themselves with the top causation factors detailed below :



- FAILURE TO LOOK PROPERLY **(31%)**
- FAILURE TO JUDGE OTHER PERSONS PATH OR SPEED **(14%)**
- CYCLIST ENTERING CARRIAGEWAY FROM PAVEMENT **(9%)**
- CARELESS / RECKLESS IN A HURRY **(9%)**

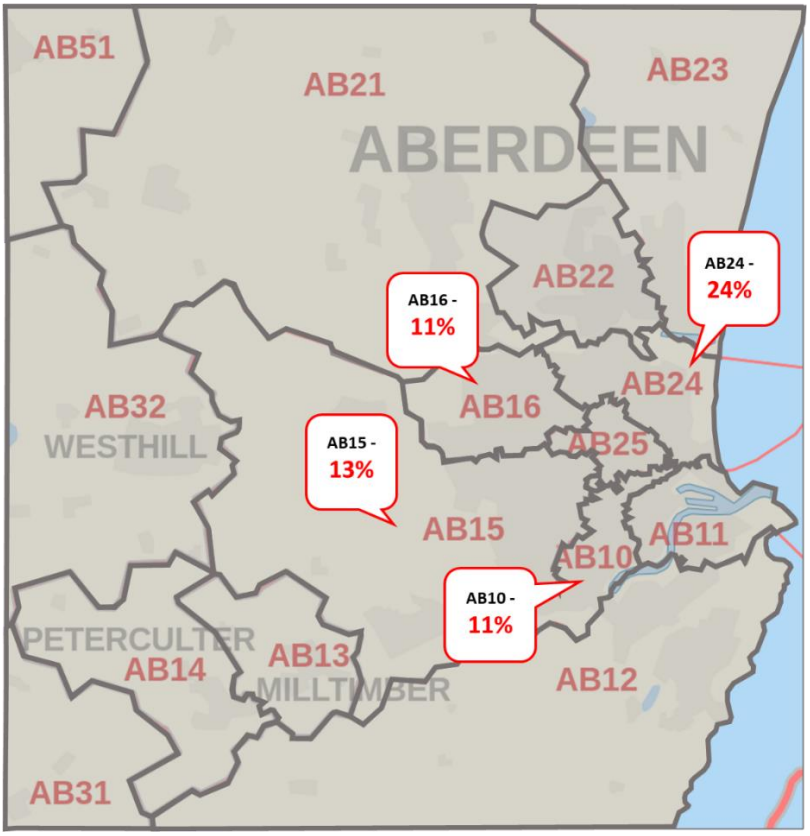
The above Causation Factors above seem to highlight poor cycling practices and therefore perception training may be of benefit, to raise the importance of road safety to Cyclists in the City and make riders think of the personal consequences of taking risks by giving Cyclists the knowledge and skills to be safer on the city's roads.

It is essential that Cyclists ensure that their bicycle is roadworthy before taking it onto the public road. Safety checks should be carried out at regular intervals. Lights should be attached to the front and rear of your bicycle, if cycling in the dark.

Cycling can be an emotive subject with some Drivers and Cyclists sharing a lack of **consideration** and **respect to road safety and the safety of each other**. There needs to be a change in attitude, with frustration being a major factor in cycling collisions especially relating to overtaking. As previously mentioned, **DRIVERS** should ensure that they give cyclists adequate space when overtaking and **CYCLISTS** should recognise that when cycling slower than the prevailing traffic / blocking the free flow of traffic, then they should consider pulling in and letting traffic pass and always adhere to automatic traffic signals and give way lines.

Cyclist should also take great care when cycling in and around larger vehicles and avoid undertaking. Never assume that a vehicle will indicate when turning left and remember these vehicles can have a blind spot whereby there are areas around these vehicles where it is difficult for the driver to see approaching cyclists/pedestrians especially from the rear and their nearside.	

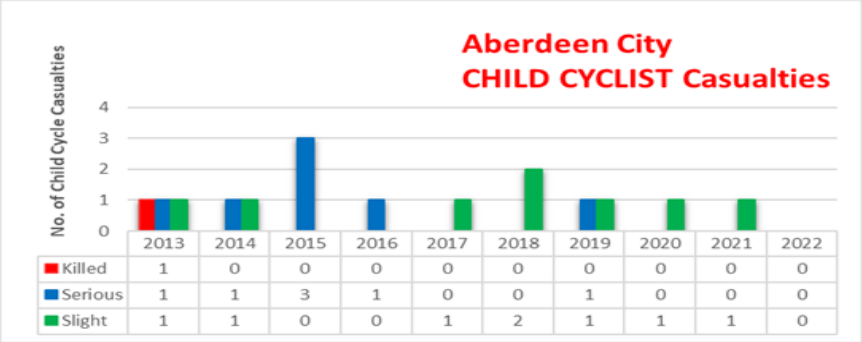
Although wearing a cycling helmet is not a legal requirement, they have been proven to effectively reduce injuries in the event of a collision if properly fitted. Therefore, the wearing of a cycle helmet should be considered even for short distances.



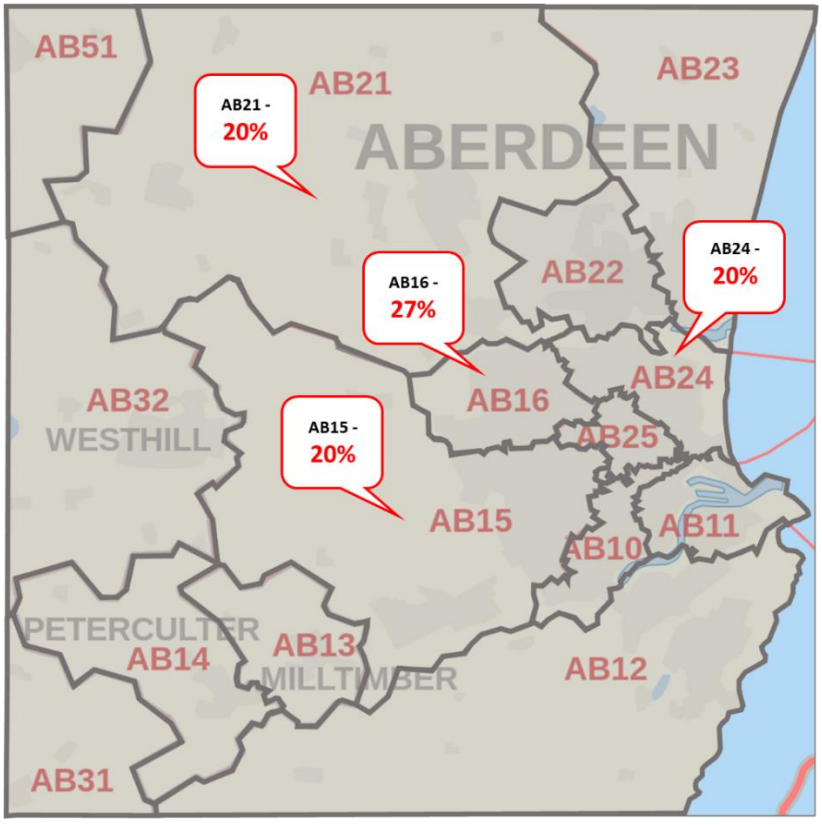
ADULT CYCLING CASUALTIES -
Percentage of ADULT Cycling Casualties by POSTCODE

Investigations have shown that the majority of Cycling Casualties are **MALE (77%)**, mainly being concentrated during commuter periods, Monday to Friday with Sunday showing an increase, presumably for recreational cycling rather than travelling to work, with the table above identifying the areas where Cycling Casualties reside. This identifies areas in the city where efforts can be concentrated in highlighting the problem.

CHILD CYCLING Casualties



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Killed	1	0	0	0	0	0	0	0	0	0
Serious	1	1	3	1	0	0	1	0	0	0
Slight	1	1	0	0	1	2	1	1	1	0



CHILD CYCLING CASUALTIES -
Percentage of CHILD Cycling Casualties by POSTCODE

The above map shows the postcode areas where the highest percentage of **Child Cycling Casualties reside**. Further inspection of data also shows that the main age groups of concern are **8 year olds** and **15 year old**, with **75%** of casualties being **MALE.**

This map, as with the previous, identifies where resources can be concentrated in highlighting road safety concerns relating to **CYCLING**.

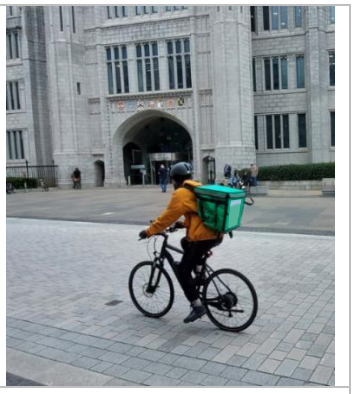
Aberdeen city Council will work with our Road Safety partners, **NESTRANS and Cycling Scotland** to continue to build an improved **CYCLING** infrastructure and our commitment toward active travel.

This will help in Scotland meeting the 2045 Net Zero Emissions Target. The promotion of cycling is integral to this and therefore cycling safety requires a high level of attention. The development of comprehensive dedicated cycle network, where achievable, will be paramount in encouraging Safe Cycling within the city.

NESTRANS are currently carrying out a study into identifying options for improving transport connections on the A92 Bridge of Dee to Bridge of Don and the A944 from Westhill into Aberdeen to encourage active travel which is hoped will improve cycle facilities as well Public Transport Links.

ELECTRICALLY ASSISTED PEDAL CYCLES and POWERED TRANSPORTERS

In recent years there has been a considerable rise in the number of e-bikes within the city. With the environmental impact of carbon emissions, e-bikes will become more popular as a greener alternative way to travel. However, in terms of Road Safety at the present time it is difficult to correlate road collision data relating to the use of these modes of transport.



Our colleagues in Police Scotland have identified the growing trend on the use of e-bikes / e-scooters. People purchasing these modes of transport are urged to fully understand the law and implications of using them in a public place especially on the city's roads and pavements.

This is a national problem and therefore awareness needs to be raised with parents and employers (food delivery for example) around which of these bikes are legal, but also the safety implications for riders (and indeed pedestrians), as the higher speeds possible on unregulated vehicles are resulting in more serious injuries when involved in a collision. This is a national trend.

E-Bikes

You can ride an electric bike if you're 14 or over, **as long as it meets certain criteria**.

These electric bikes are known as EAPC's 'Electrically Assisted Pedal Cycles' which do not need a licence to ride on and it does not need to be registered, taxed or insured.

However, the classification of such a bike is it **MUST HAVE PEDALS** that can be used to propel it.

They **MUST** also show either:-

- the power output
- the manufacturer of the motor

They **MUST** also show either:

- the battery's voltage
- the maximum speed of the bike

Some e-bikes post 2016 also have a Twist and Go throttle providing starting assistance, without the user pedalling which have been designed specifically to help people who have difficulty starting a bicycle due to disability or illness. However this throttle **MUST CUT OUT at 3.7mph** (6 kmph) **if the user is NOT pedalling**

The **ELECTRIC MOTOR** on these vehicles:

- **MUST NOT** have a maximum power output that **EXCEEDS 250 watts**
- **SHOULD NOT ASSIST** with the speed of the bike when travelling **MORE THAN 15.5mph** (25 kmph)
- where a **'TWIST & GO'** function is provided it **SHOULD ONLY** assist the rider up to a speed of **3.7mph** *(6 kmph)* without pedalling, any vehicle with a **'TWIST & GO'** function in **EXCESS** of **3.7mph** *(6 kmph)* **MUST** have type approval from the **UK Vehicle Certification Agency**

Where you can ride an E-Bike?

If a bike meets the EAPC requirements, it's classed as a normal pedal bike. This means you can ride it on the carriageway, cycle paths / tracks etc, and anywhere else pedal bikes are allowed but not the footway.

Other Types of Electric Bikes

There are some types of electrically powered bikes that **DO NOT fall** within the **legal definition of an EAPC** and therefore do not meet the EAPC rules.

These would be classified in UK law as motor vehicles meaning that :-

- they **MUST** be **TAXED** and **INSURED**
- **YOU MUST** have a **LICENSE.**
- you **MUST** to wear a **MOTOR CYCLE TYPE HELMET** to ride them.
- Like mopeds, they can **only be ridden on roads or unrestricted byways** and **not on the footway network.**

E-Scooters

Although the UK Government introduced legislation trialling the use of e-scooters through local authorities for a period of 12 months there is no such scheme operating in Scotland.

E-Scooters are currently classified as Personal Light Electric Vehicles (PLEVs) or Powered Transporters.

While e-scooters are legally available to purchase, it is currently against the law to ride a privately owned E-scooter in any public place in the UK. This includes roads, pavements, parks, town centres or promenades. The only place a privately owned e-scooter can be used is on private land with the agreement of the landowner.

We will continue to work with our colleagues in Police Scotland and other Road safety Groups to highlight to our citizens, and especially employers, these growing trends and improve and educate their safe legal use.

MOTORCYCLE CASUALTIES

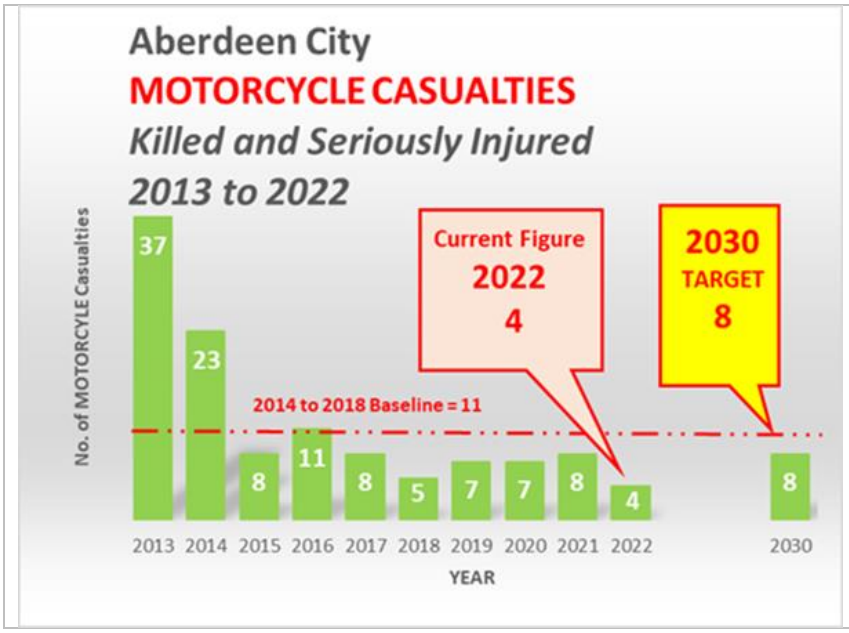
PROGRESS TOWARDS Scotland's Road Safety Framework to 2030

Over the last 10 years 16% of ALL Aberdeen City Injury Collisions involved MOTORCYCLES

This category of vulnerable road user is at greater risk to more serious injuries with faster speeds and with little protection. This means that any driver error, either by motorcyclist or other driver can have a catastrophic effect with the devastation being felt by their loved ones when the effect of the collisions leaves life changing injuries.

For every mile travelled by motorcyclists, they are 25 times more likely to be at risk of being killed in a Road Traffic Collision than car drivers.

In general, the progress towards the motorcycle targets has been excellent, however an increasing number of people are using motorcycles for both recreation and everyday travel which could ultimately lead to an increase in MOTORCYCLE casualties.

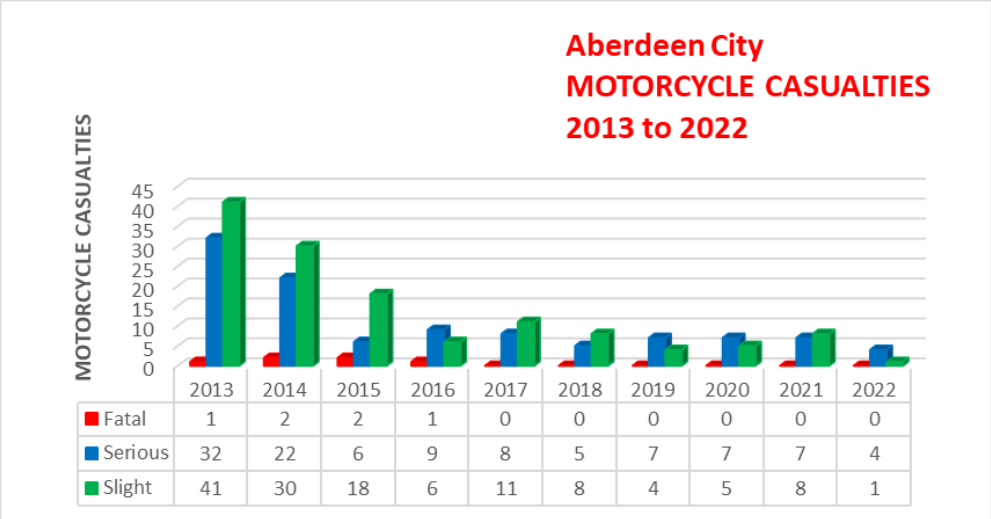


The **2022** figures show that **Aberdeen City has reached the TARGET for 2030.**

However, we should not be complacent. Motorcycle injuries are a major worry. Nationally, although motorcyclists only make up 1% of road users in Scotland proportionately, they account for 17% of all road Deaths.

Police Scotland have reported that 25 motorcyclists died on Scotland's roads in 2021-22 and although there were no Fatal Casualties in Aberdeen City the number of SERIOUSLY injured casualties has showed no significant reduction.

Aberdeen City Motorcycle collisions tend to differ from our neighbouring Local Authorities who experience collisions through recreational journeys mainly occurring at the weekend and in rural settings. City data has identified that although the element of risk to motorcyclists in the city occur during the week as opposed to rural areas where they usually often occur at the weekend.



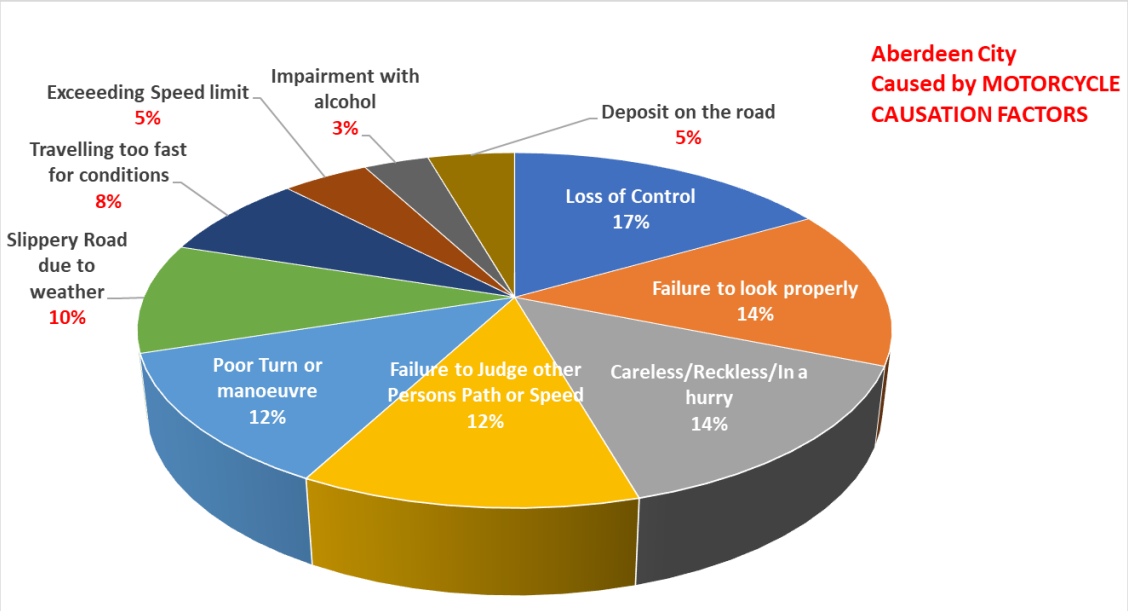
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Fatal	1	2	2	1	0	0	0	0	0	0
Serious	32	22	6	9	8	5	7	7	7	4
Slight	41	30	18	6	11	8	4	5	8	1

It is understandable the freedom and enjoyment experienced by motorcycle riders, and as the Scottish weather improves then motorcycle usage increases. With this Police Scotland focuses on motorcycle safety and education, in partnerships with other road safety groups and hold training courses for motorcyclists.

Obviously, risks are dependent on various factors and motorcycle riders should not under-estimate their vulnerability with collisions in the rural settings, in the majority, tending to be due to rider error, however in the case of Aberdeen City, urban settings show the majority of collisions occur at junctions.

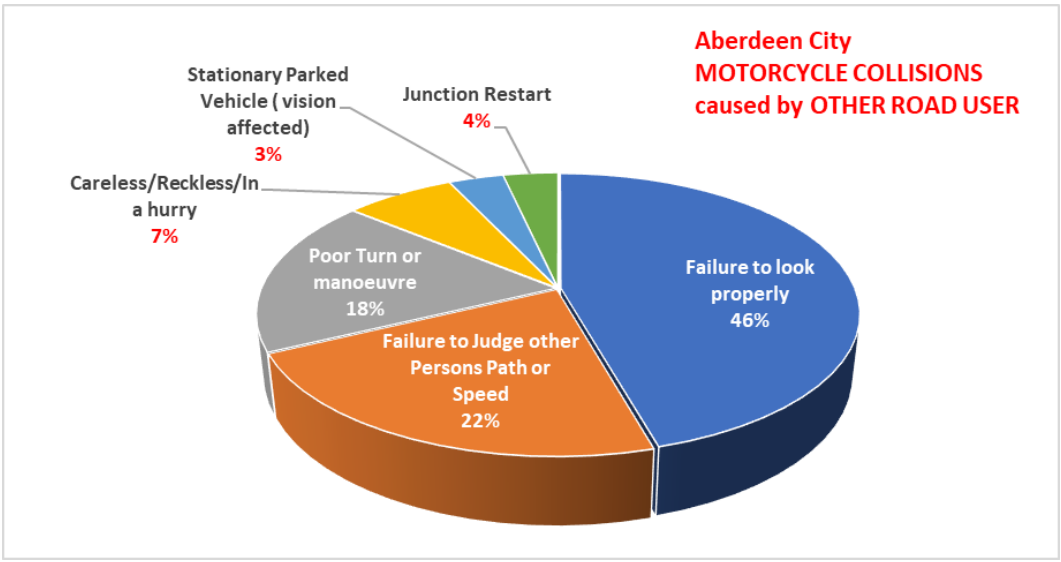
MOTORCYCLE Collision Causation Factors

57% of Motorcycle Collisions over the past **10 years** were caused by **Motorcyclists**



- LOSS OF CONTROL - **17%**
- CARELESS / RECKLESS IN A HURRY - **14%**
- FAILURE TO LOOK PROPERLY - **14%**
- FAILED TO JUDGE OTHER PERSONS PATH OR SPEED - **12%**
- POOR TURN OR MANOEUVRE - **12%**
-

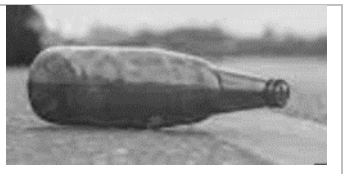
However **43%** of Motorcycle collisions are caused by **OTHER ROAD USERS**

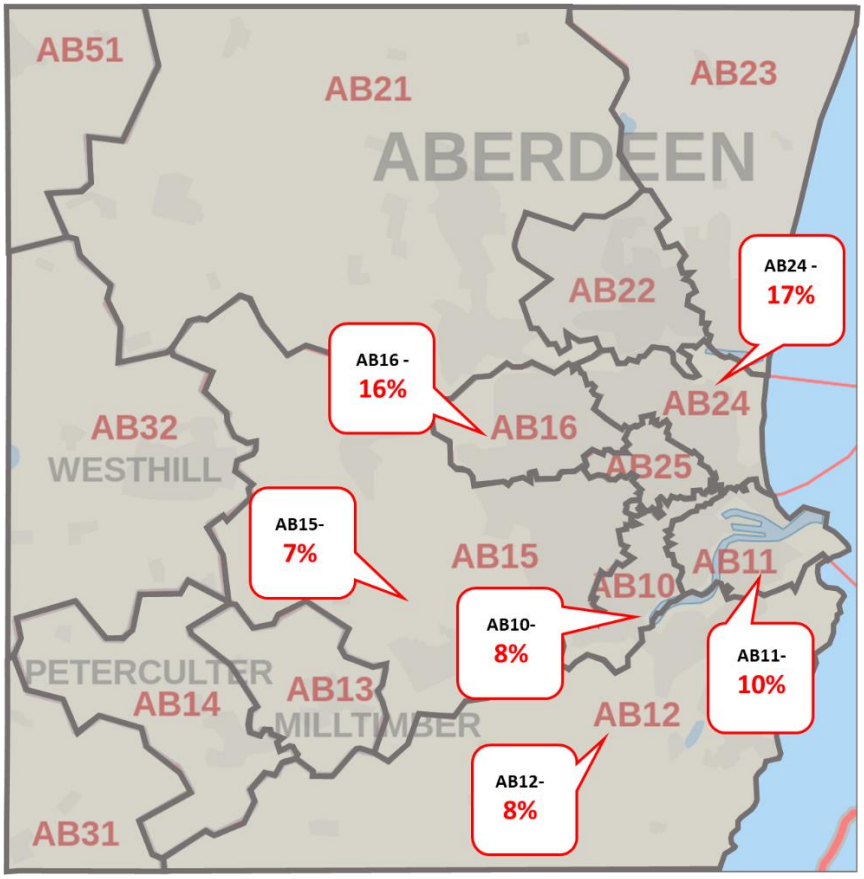


- FAILURE TO LOOK PROPERLY - **46%**
- FAILURE TO JUDGE OTHER PERSONS PATH OR SPEED - **22%**

- POOR TURN OR MANOEUVRE - **18%**
- CARELESS / RECKLESS IN A HURRY - **7%**

11% of causation features **speed** (travelling too fast for conditions and exceeding speed limit). With most of the city being covered by low, urban speed restrictions, it is essential to work with the Police to identify areas which can be targeted for attention to enforce these speed restrictions.

Although quite low **impairment by ALCOHOL** is a worrying factor and will therefore share this intelligence with our colleagues within the police.	



MOTORCYCLING CASUALTIES -
Percentage of Motorcycling Casualties by POSTCODE

The data above highlights the dangers that Motorcyclists come across daily therefore they should always be mindful of **OTHER ROAD USERS** especially when approaching junctions and shows that there are concerns over other road users relationship with motorcycles on

the City's roads. This intelligence should be highlighted for further action, especially through education.

As motorcyclists are at greater risk of more serious injuries it is essential that they take mitigating measures to ensure their safety when travelling on the City's roads and be aware of the environment they are driving on and take the appropriate measures:-

- Losing Control is the predominant cause of collisions in the City, mainly due to the loss of traction following excessive acceleration, or braking which can be exacerbated by external factors such as hazardous surfaces.
- Motorcyclist should accelerate and brake smoothly and should be vigilant for any deposits on the road including gravel, standing water, oil/diesel spill as well as ironmongery.
- Only overtaking when it is safe to do so and where the motorcyclist has a safe view of the road ahead. Adequate road positioning increases the turning circle and extends the riders view round the bend.
- Be vigilant on the approaches to junctions and anticipate the behaviours of other road users.
- Know the appropriate speed-limits.
- Do not mix riding with alcohol or drugtaking.
- Reduce your speed according to prevailing conditions.
- Ensure your motorcycle is roadworthy.
- Wear adequate protective gear for the prevailing conditions.

Police Scotland, along with road safety partners in the North of Scotland launched Rider Refinement North in 2018. These courses are led by Police Advanced Motorcyclists with the feedback from students being good. This course has also been evaluated and well received independently and with the positive feedback is currently being rolled out nationally in Scotland.

They are specifically aimed at motorcyclists, offering classroom and practical based experiences in a day long course. Courses run between April and October in various venues across the north of Scotland.

These courses are delivered and led by the Police accompanied by an observer from the Institute of Advance Motorists. The course looks at key risk factors and provides riders with the knowledge and skills to be safer. It aims to raise awareness of both road safety and the personal consequences of taking risks.

The courses involves:-

- demonstration rides
- observed rides with feedback from officers,
- vehicle examination checks of riders' bikes and
- safety checks that should be carried out before any journey.

All in an effort to help motorcyclists ride responsibly and to reduce the number of road collisions involving motorcycles.

Anyone interested in the course should email operationriderrefinementnorth@scotland.police.uk. The course is open to any qualified motorcyclist.

OLDER ROAD USER Casualties

PROGRESS TOWARDS Scotland's Road Safety Framework to 2030

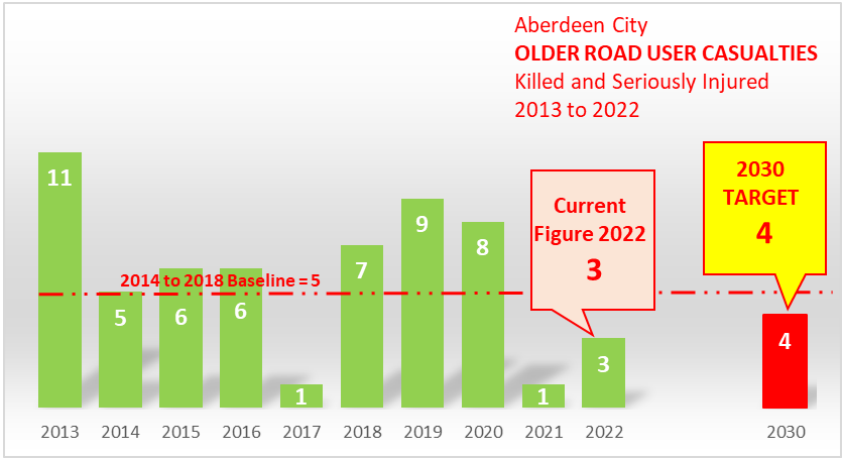
20% REDUCTION IN KILLED OR SERIOUSLY INJURED OLDER ROAD USERS ON ABERDEEN CITY'S ROADS

For clarity the Scottish Government classifies OLDER ROAD USERS are those road users aged 70 years and over.

Over the last 10 years 8% of ALL Aberdeen City Injury Collisions involved OLDER ROAD USERS

While historically people have tended to travel less as they get older, the current generation is healthier, fitter and more mobile than previous generations. They are likely to travel more but this brings increased risk, often because of frailty. What constitutes a relatively minor crash for a younger driver or passenger, may be serious or fatal for an older person. Age

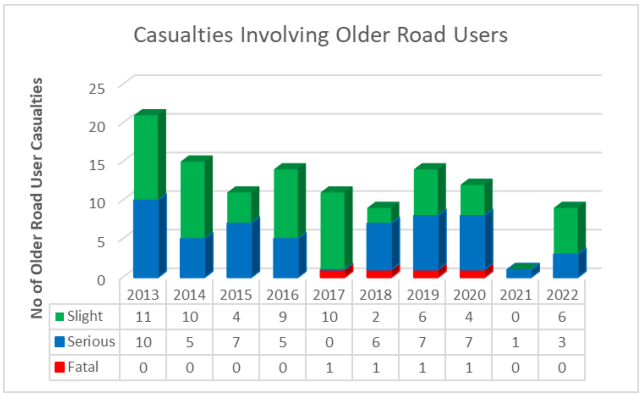
related frailty is one of the main reasons why older road users are more likely to suffer death or serious injury in a collision.



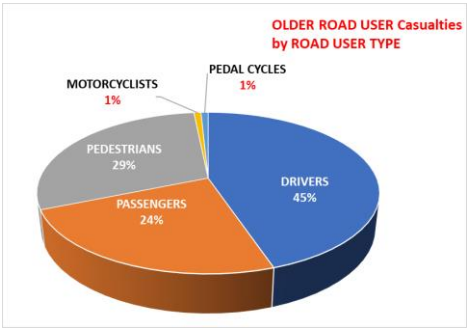
The **2022** figures show that **Aberdeen City has met the TARGET for 2030.** But analysis of casualty data shows a need for sharing intelligence with our Road Safety Partners in an effort to maintain this downward trend.

The following graphs show not only progress towards these **interim TARGETS** but also the breakdown relating to severity of injuries and percentage of injuries in relation to **OLDER ROAD USER** groups.

OLDER ROAD USER GROUPS - Analysis of Data



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Slight	11	10	4	9	10	2	6	4	0	6
Serious	10	5	7	5	0	6	7	7	1	3
Fatal	0	0	0	0	1	1	1	1	0	0



OLDER DRIVERS and PASSENGER Casualties

69% of OLDER ROAD USERS were either Vehicle Drivers or Passengers
Driving is very important for many elderly people. It gives them freedom and independence to get out and about, maintaining social contact with friends and family, and improves their mental health and well-being.

An analysis of OLDER DRIVER Casualties show a worrying trend of Drivers/Passengers **NOT wearing a seat belt**, averaging in and around **20%.** This will be highlighted to our colleagues in Police Scotland to consider as to whether attention is required for our older citizens as to the **BENEFITS** of wearing a **SEATBELT**.

As we get older, reaction times, health and fitness begin to deteriorate, including eyesight and our physical condition decline with age related conditions which can affect our driving. It is therefore important that OLDER drivers recognise whether and how their driving has changed, to remain driving safely on our City's roads.

WHAT YOU NEED TO KNOW:-

- You need to renew your license at 70
- Health conditions can have an impact on driving
- There are ways to help driving easier for older dsrivers

- Further training /refresher courses can make a difference especially with changes in the highway code

- Car maintenace is important

- Good joureny plannig can be benificial

It is a common misconception, that mature drivers are unsafe, in general they are safer drivers than those less experienced. Once over 70 years old, drivers are required to renew their driving licence every 3 years.

As the assessment is self-reporting it is imperative that **OLDER drivers** are aware of their obligations by law and to the **DVLA** rules and procedures to report any physical conditions which may affect their driving ability.

Conditions that may have an impact on Older Drivers driving capabilities are as following:-

- **Deteriorating Eyesight** – Poor eyesight can increase our reaction times resulting in difficulty reading or judging approaching traffic speeds or distance, which in turn can lead to sudden braking, loss of control or taking evasion action too late.

- **"NOTIFIABLE" medical conditions** or **disability** - Notifiable' medical conditions and disabilities include epilepsy, strokes and other neurological conditions, mental health problems, physical disabilities, and visual impairments. Always check if your health condition is one that needs to be reported to the **DVLA.**

- **Medication** - Medicines and prescribed drugs help restore our health but may produce side-effects that can affect our driving skills. Don't presume that your doctor or pharmacist is aware that you're a driver – you should always inform them and ask if the prescribed medication will impair your driving. Never drive if you feel that your medicine has impaired your driving ability. For example, if you feel drowsy, confused or unable to concentrate.

We were making in-roads in the reduction target of 4 casualties by 2030 but the variation within the figures over the last few years means that we need continue to look at ways to ensure our **OLDER ROAD USERS** have sufficient travel options to be safe and maintain independence on our transport network.

The best way you can carry on driving for as long as possible is to keep your skills and knowledge up to date.

- Make sure you are up to date with the latest changes to the Highway Code
- Take assessments and advice on how your driving skills may have changed. These
- assessments can give you confidence and make driving less stressful. These assessments can be done through a simple refresher course.
- You can get a medical assessment through a Mobility Advisory Centre.
- Consider changing your vehicle. New cars come with the latest safety and driver assistance technology that can make driving easier and safer.
- If you or your family are unsure about your medical condition, consult your doctor, optician, pharmacist or other medical professional, and comply with any decision or recommendation they give you.

It is not the intension to preclude older drivers from driving, as it is clear that removal of a license can cause isolation and mental health problems. However, there will come a time when

each of us needs to reduce our driving, or even stop altogether. Taking advice from your doctor, or another health professional, and from family and friends can be very helpful.

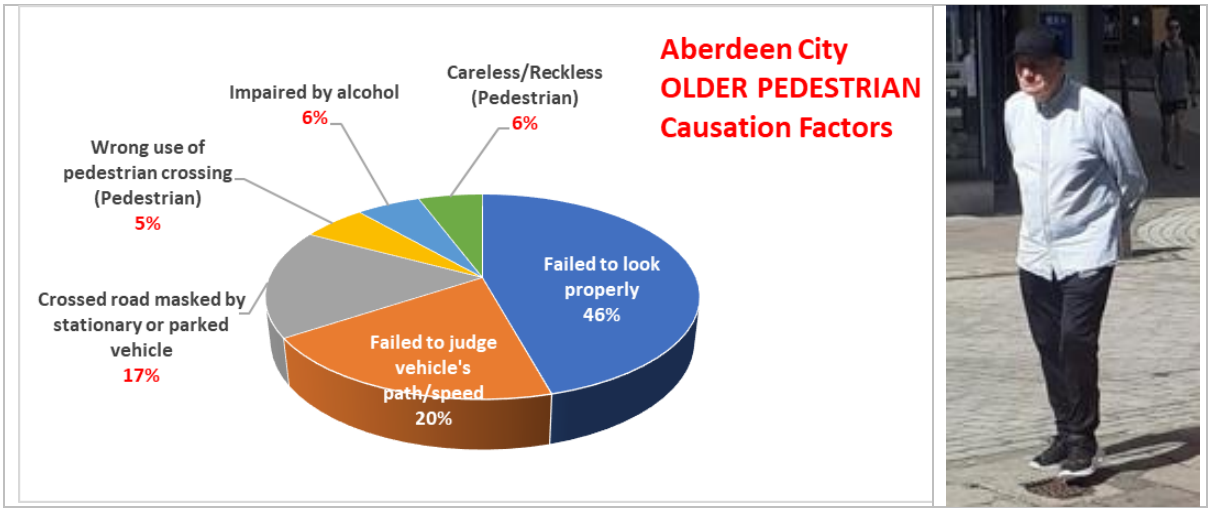
Always check if a condition you have needs to be notified to the DVLA or DVA (Northern Ireland). You could be fined up to £1,000 if you don't tell the DVLA or DVA (Northern Ireland) about a condition that might affect your ability to drive safely. You could also be prosecuted if you're involved in a collision.

Funding has been secured by Police Scotland through the Road Safety Framework for a pilot project in the North East of Scotland to provide a driving assessment centre for OLDER DRIVERS which assesses whether criteria is met in terms of fitness to drive, It is currently at the planning stages and is hoped to be up and running by November this year. Although based in Aberdeenshire referrals will be accepted for any drivers in the Grampian Area.

They also raise awareness through the delivery of Driver Engagement North which is an engagement session delivered at events or in centres and involves raising awareness with the public and utilising a driving simulator to test reaction times and approach to hazards. This is used as an engagement tool to open up conversations with people/families around fitness to drive.

OLDER PEDESTRIAN Casualties

29% of Older Road User casualties were **PEDESTRIANS**

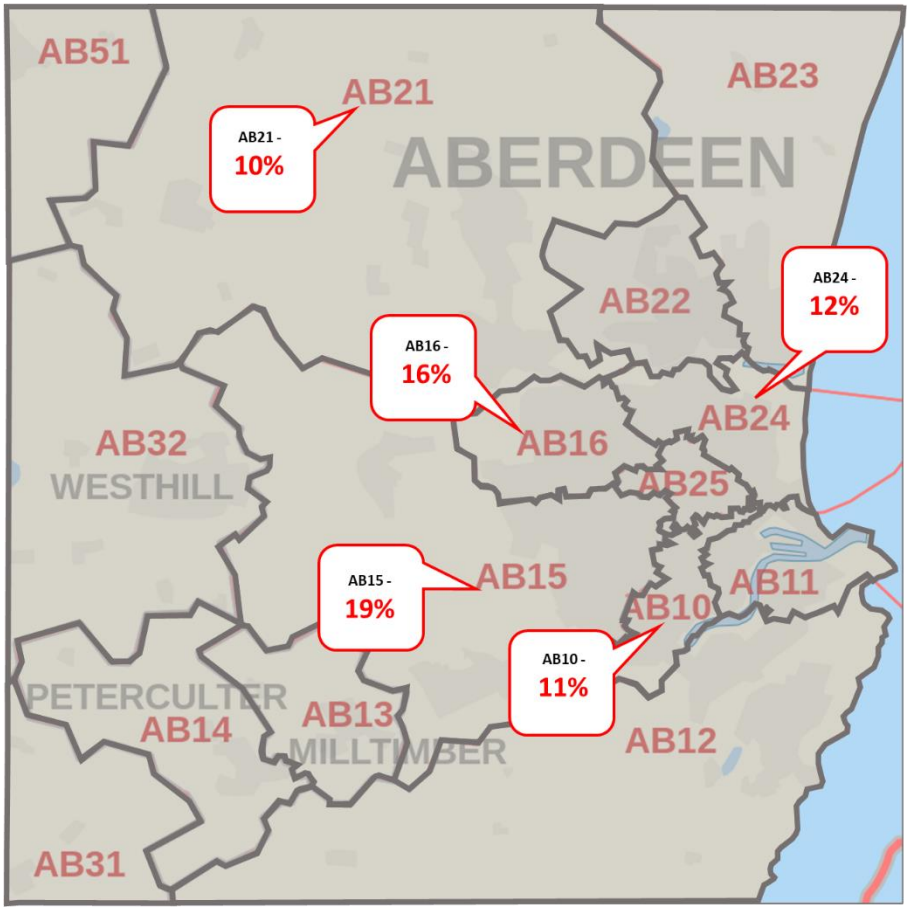


As the above table shows the top causation factors for Older Pedestrians is Failure to Look (46%) and Failure to Judge vehicles path / speed (20%) and Crossing the road between Stationary or Parked Vehicles (17%).

These collisions could be caused by slower reaction times and not being able to adequately judge speeds and distances of approaching traffic. We will endeavour to work with our Road Safety Partners and Stakeholders to highlight these findings and seek a solution to highlight these concerns to this OLDER user group. It should also be noted that 6% of pedestrian collisions involved the impairment by ALCOHOL.

This highlights that Older Pedestrians are the most vulnerable from this Road user group, in older pedestrian collisions, injuries in most instances are more severe due to the aging process.

There is a need for OLDER pedestrians to be more aware of their surroundings and to have the ability to identify the safest place to cross and take great care and attention when crossing the carriageway and for other road users to be alert to their presence.



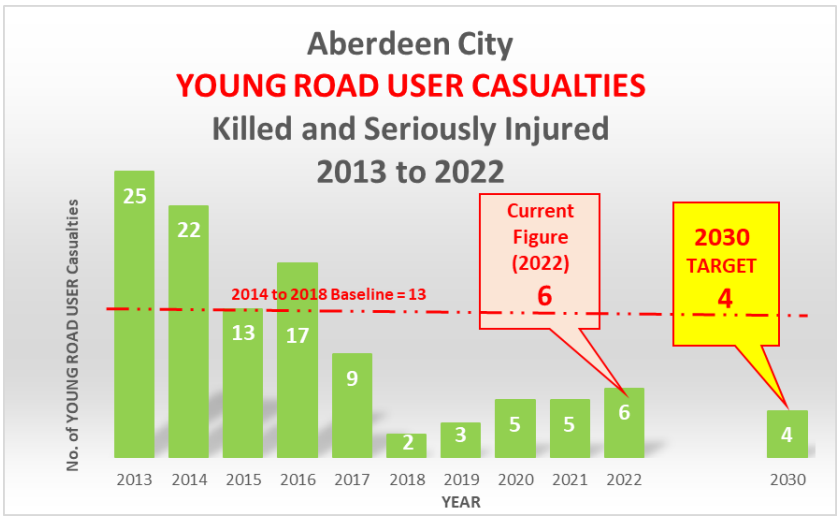
OLDER ROAD USER CASUALTIES -
Percentage of Older Road User Casualties by POSTCODE

YOUNG ROAD USER Casualties

For clarity the Scottish Government classifies YOUNGER ROAD USERS as those road users between the age of 17 and 25 years of age.

PROGRESS TOWARDS Scotland's Road Safety Framework to 2030

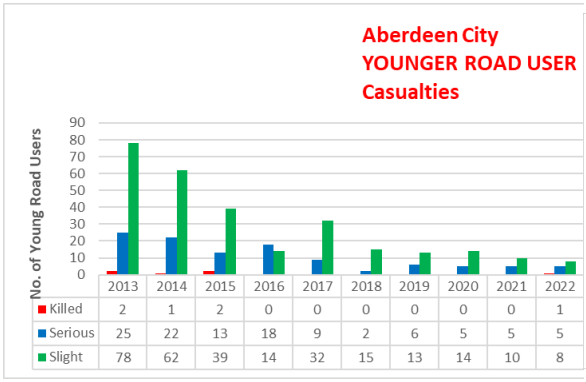
30% REDUCTION IN KILLED OR SERIOUSLY INJURED YOUNGER ROAD USER CASUALTIES ON ABERDEEN CITY'S ROADS



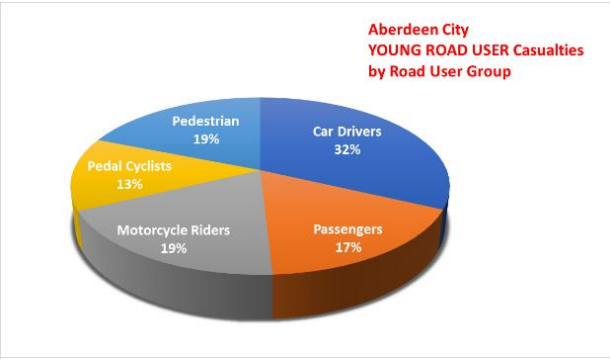
The **2022** figures show that **Aberdeen City** has a way to go in order to achieve the **TARGET for 2030.** And will therefore strive along with our Road Safety Stakeholders to reduce casuaties in our Young Road User Group

YOUNGER ROAD USER GROUPS - Analysis of Data

The following Graphs show not only progress towards these interim TARGETS but also the breakdown relating to severity of injuries and percentage of injuries in relation to YOUNG ROAD USER groups.



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Killed	2	1	2	0	0	0	0	0	0	1
Serious	25	22	13	18	9	2	6	5	5	5
Slight	78	62	39	14	32	15	13	14	10	8



YOUNG DRIVERS and PASSENGERS

Almost **50%** of **YOUNGER ROAD USERS CASUALTIES** were Vehicle **DRIVERS** with **26%** being **PASSENGERS**

For many young Drivers gaining their license is an exciting time in their lives as it gives them a new found freedom and greater independence. However it is well documented that **Young Drivers** are at a higher risk of being involved in traffic collisions than older drivers attributed to their youth and inexperience.

Although passing your test gives you the ability to drive on the road legally it does not mean that you have the skills to drive safely, this evolves through experience.

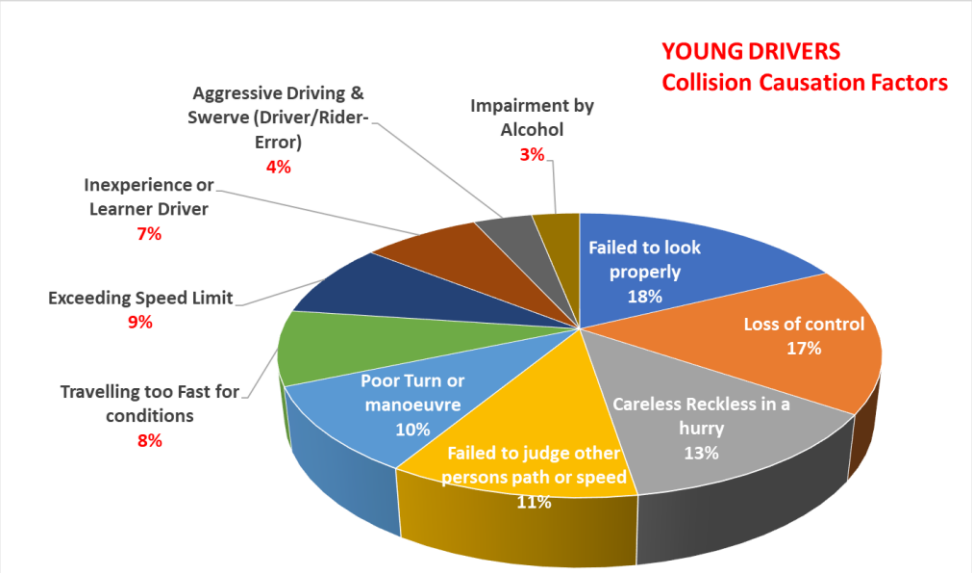
Drivers require the ability to identify hazards and alter their driving to the road conditions. Evidence suggests that Young Drivers are particularly susceptable to be influenced by their peers (particularly passengers) and are more likely to indulge in thrill seeking behaviour and taking risks such as inappropriate overta

king and speeding. Overconfidence can lead to dangerous driving behaviours:

- Inappropriate overtaking
- Speeding
- Tailgating
- Harsh braking
- Racing

Although practical driving skills can be quick to learn hazard perception requiries more experience. As drivers gain this experience on the road, they are less likely to be involved in road traffic collisions.

Young drivers often drive too fast as they underestimate the risks associated with speeding.



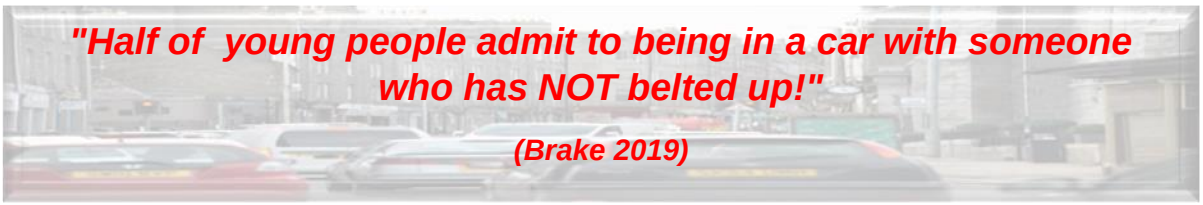
As you can see by the above Pie Chart speed, in some form or other, is associated with the majority of YOUNG DRIVER COLLISIONS.

- Loss of control (17%)
- Exceeding speed limit (9%)
- Travelling too fast for conditions (8%)
- Careless reckless in a hurry (13%)

Which equates to almost **50%** of collisions involving **YOUNG DRIVERS**

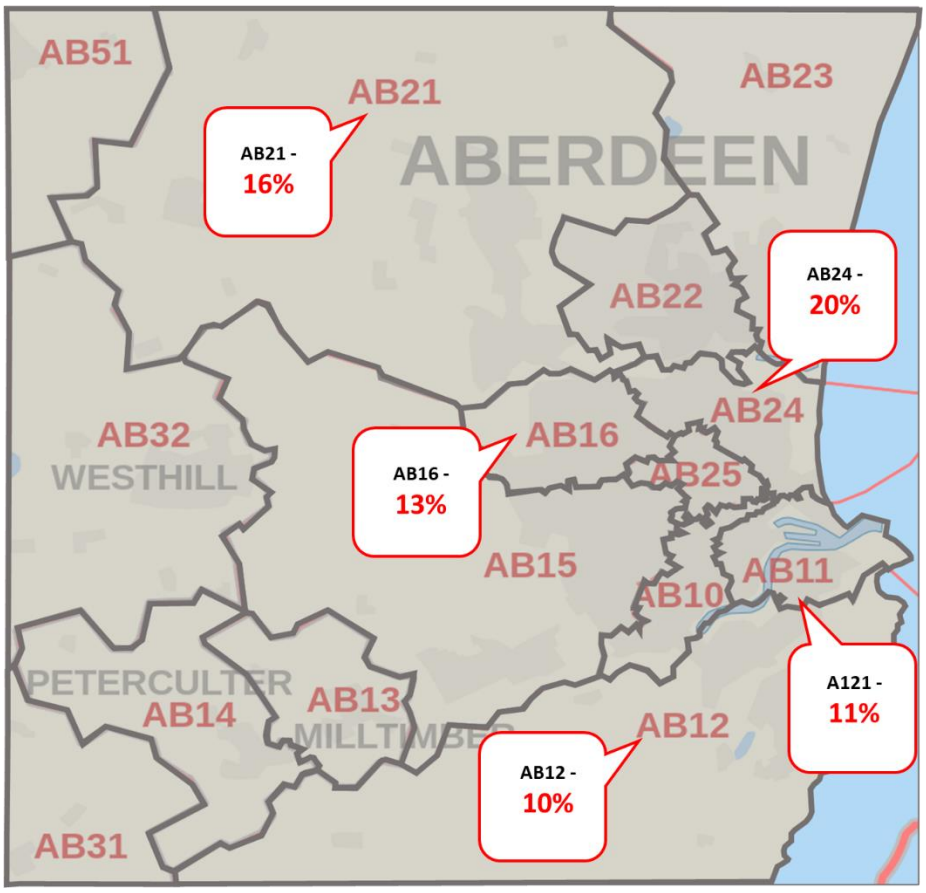
More in depth analysis of collisions show a worrying trend in Young Drivers **NOT wearing their seat belts**. Evidence has shown that wearing a seatbelt can dramatically reduce the severity of injury in the event of a road traffic collsion. **This equates to almost 20% of Road Traffic collisions involving young drivers.**

Seat belt wearing came in to law in 1982. Surveys have shown that the risk of **death is reduced by 50%** belts are worn.



Police Scotland are working in partnership with Scottish Fire and Rescue Service to deliver the New Driver Early Intervention Scheme for new and young drivers (17-25 years old) based within a classroom. This involves the delivery of a presentation and video followed by a discussion of the road safety issues raised in the video.

This has been well received by many secondary 6 pupils, young apprentices and communities throughout the northeast. There is a continual delivery of the course as opposed to once a year.

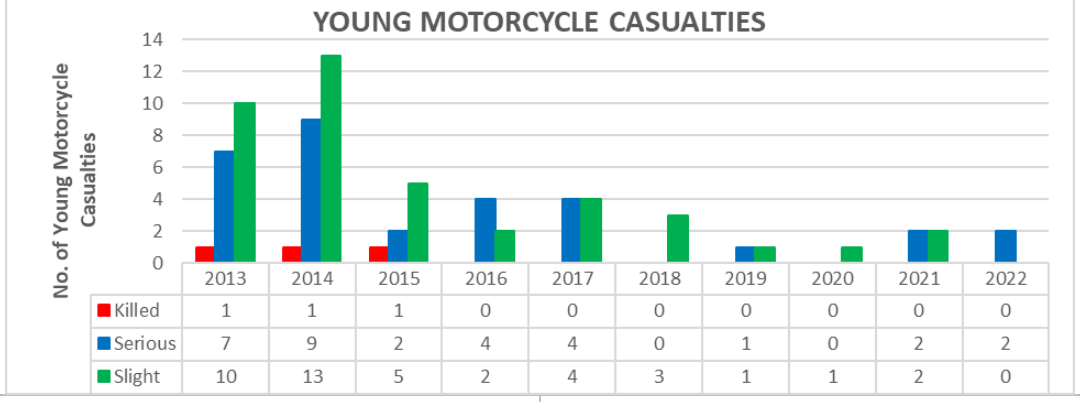


YOUNG ROAD USER CASUALTIES -
Percentage of Young Road User Casualties by POSTCODE

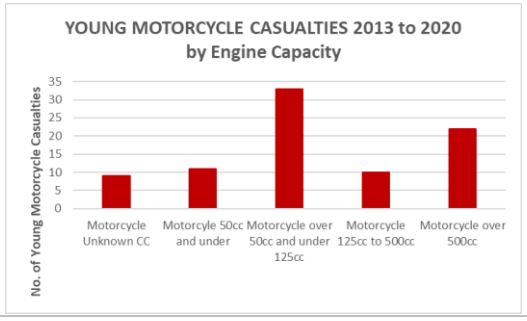
We will continue to work with Police Scotland and the North East Safety Camera Partnership in identifying areas in the City to be targeted in order to educate drivers as to driving appropriately. Encouraging them to reduce their speed especially the urban setting as well as highlighting concerns relating to the wearing of seatbelts by **YOUNG DRIVERS** and **PASSENGERS**.

YOUNG MOTORCYCLE Casualties

19% of all Young Road User Casualties are attributed to **YOUNG MOTORCYCLE Casualties** **with 30% of ALL Motorcycle Collisions** involving **YOUNG RIDERS.**



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Killed	1	1	1	0	0	0	0	0	0	0
Serious	7	9	2	4	4	0	1	0	2	2
Slight	10	13	5	2	4	3	1	1	2	0



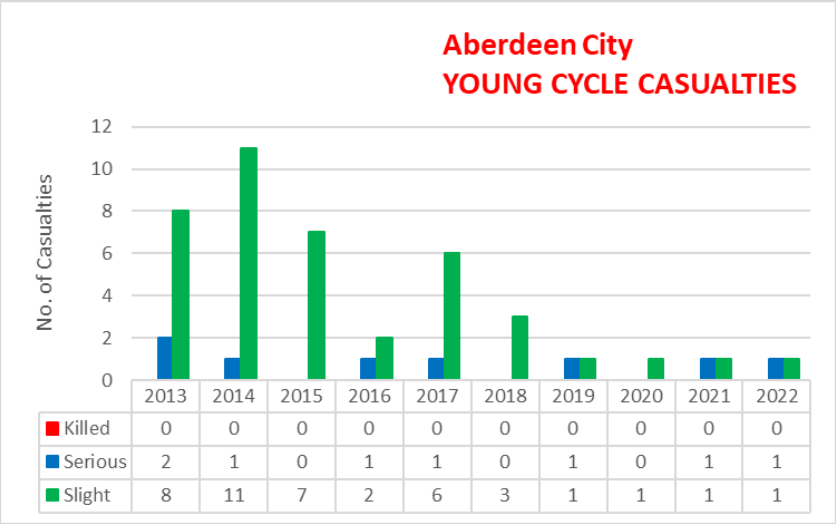
As seen in the above graph the capacity size of the engine can have an affect in the numbers of casualties with the most vulnerable Young Riders being identified as Motorcycles with the **engine capacity of 50cc to 125cc** followed close behind by Motorcycle riders with the **engine capacity of 500cc or over.**

In relation to Motorcycles over 50cc to 125cc, the increase in casualties could be attributed to Young Riders stepping up from Motorcycles of 50cc (mopeds types, which by law can be ridden by 16 year olds) to Motorcycles with a larger engine capacity.

This highlights that more work has to be done in ensuring that young motorcycle riders have the adequate training to ensure that they have the suitable skills to be able to handle motorcycles with larger engine capacities. This could be exasperated by the gig economy with a large number of deliveries being made daily and longer work hours.

Police Scotland run Rider Refinement Courses throughout Scotland with partners from Road Safety Scotland, Institute of Advanced Motorists, RoSPA and Scottish Fire and Rescue. These courses aim to raise awareness of the importance of road safety and make motorcyclist think about the consequences of taking risks.

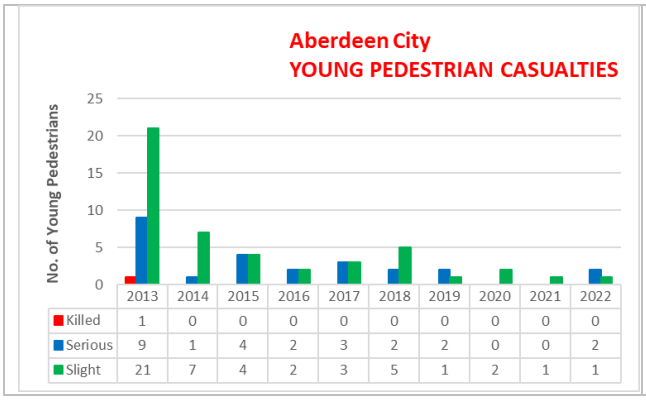
YOUNG CYCLING Casualties



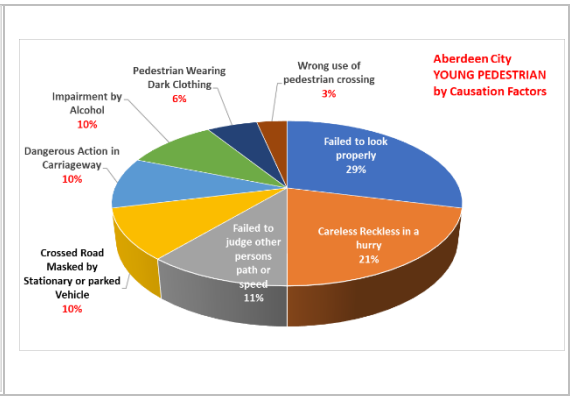
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Killed	0	0	0	0	0	0	0	0	0	0
Serious	2	1	0	1	1	0	1	0	1	1
Slight	8	11	7	2	6	3	1	1	1	1

YOUNG PEDESTRIAN Casualties

Young Pedestrians add up to **29%** of all Young Casualties, and **18%** of **ALL pedestrian casualties.**



	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Killed	1	0	0	0	0	0	0	0	0	0
Serious	9	1	4	2	3	2	2	0	0	2
Slight	21	7	4	2	3	5	1	2	1	1



Around **60%** of **Young Pedestrian** collisions were caused by the pedestrian, with the pie chart above showing the main causation factors.

The main causation factors seem no different to ALL pedestrian collisions however further analysis shows that **10%** of **Pedestrian collisions involved alcohol**.

Alcohol is a depressant and as such its effect on the body varies for each individual case. Even a small amount can have affects to a pedestrian's reaction times, judgement and coordination. This group should be targeted to educate **YOUNG PEDESTRIANS** as to the effect alcohol can have when making decisions as to where and when it is safe to cross the road when under the influence.

ABERDEEN CITY

ACTION at NATIONAL LEVEL		
Action Point	**TARGET**	**PROGRESS**
1	Adopt the Safe System approach to achieve the Scottish Government's aspiration to ZERO casualties Killed or seriously injured on Scotland's Roads by 2050.	Adopt the Safe System approach to achieve the Scottish Government's aspiration to ZERO casualties Killed or seriously injured on Scotland's Roads by 2050.
2	Continue to promote the benefits of more responsible and sustainable transport choices and ensuring that Road Safety is engrained in the culture within our communities in line with National objectives.	Provide regular progress updates of innovative measures for adoption to achieve and ensure sustained and responsible targeted improvements.
4	Continue engagement with our fellow key stakeholders to encourage and develop measurable performance objectives and develop and implement road safety improvements which in turn will be beneficial to other societal objectives.	Carry out regular focused engagement meetings and workshops with key stakeholders and across other services to assist the further development of the strategy to 2030.
5	Continue to work with neighbouring councils and road safety stakeholders to develop and implement road safety initiatives in hope to provide a consistent approach to road safety and our casualty reduction aims.	Continue to provide professional expertise in road safety (Audits, Plans, Reports, Advice etc)

ACTION at LOCAL LEVEL		
Action Point	**TARGET**	**PROGRESS**
1	Review our policy position on the setting of speed limits alongside Police Scotland and local government directives.	To be discussed with the local policing area managers and engage with their respective local communities to ensure that local views are considered when setting or amending speed limits.
2	To review, engage and report on the introduction of 20mph zones and limits more widely within the city so that speed limits of 30mph and above would be the exception and require justification within predominately residential or city centre areas. Transport Scotland has also now released further details regarding the	ACC has sought committee approval for the implementation of 20mph zones in and around the city's schools and it is hoped that these will be rolled out city wide within the next 2 years. ACC will also continue to engage with this ongoing process in conjunction with the statutory

	proposed widespread implementation of 20mph speed limits in urban areas. The intentions of the 20mph strategy assist in the further delivery of 20mph zones and limits on suitable roads where it is appropriate to do so. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity.	process and with full consultation with the local community.
3	Contributory Factors – ACC to carry out an annual review of road traffic collisions to identify areas of concern.	Carrying out surveys and analysing road collision data and where evidence shows, implementing appropriate and proportionate road safety interventions responding to casualty trends and effectively reduce casualties.
4	Improved Road Safety at Schools	To target schools where parking and pedestrian safety concerns are identified, using traffic management measures, education and enforcement to bring forward change.
5	Continue to encourage safe practises when cycling and walking.	Review and manage active travel networks, providing enhancements and design interventions in partnership with internal teams and external stakeholders. Evaluate level of information available to active travel users.
6	Review safety interventions and campaigns which target drivers between 17 and 25 years and develop options which build upon best practice examples to maximise local impact.	Evaluation of road safety related interventions with stakeholders and service users.
7	Engage with the North Scotland Safety Camera Unit, Police Scotland and Transport Scotland for resources to be	Conduct annual reviews, in liaison with the partners, to evaluate and determine effectiveness of current

	deployed where there is an identified speeding issue.	campaigns and new issues as they arise.
8	Raise awareness amongst older drivers and their families of vulnerability and potential loss of driving skills in time and work with community groups to address the impact.	Awareness will be raised through the North East Casualty Reduction Partnership.
9	Evaluate and support motorcycle interventions.	Continue to support initiatives from Police Scotland and the community team such as Rider Refinement and local youth work to encourage responsible motorcycle use.
10	Identify and address small scale improvements raised by road users within local communities.	Continue to manage traffic locally through implementation of various restrictions where warranted.
11	Build upon both our existing and expanding roads network ensuring we build a safer roads network suitable for the 21st century	Continue to work with our colleagues within the Council's planning and development teams to ensure that all proposed changes to the roads network are proportionate and safe for all our road users especially those in the vulnerable categories.
12	Engage with Aberdeen's employers to encourage leadership and focus on road death and serious injury prevention.	Develop a plan in conjunction with neighbouring local Authorities to work with the city's leading employers. To encourage safe driving practices within their organisations.
13	Provide a yearly report on progress in achieving our road safety goals, targets and objectives based on key performance indicators.	Providing progress delivered through the Net Zero, Environment and Transport Committee or other appropriate committee.
14	Develop a web-based Road Safety Tool within the council's website	Providing information and advice on Road Safety matters as well and providing useful websites of relevant organisations for our citizens to access

SUMMARY

Road Traffic collisions are a major cause of death and physical injuries to our citizens. Whilst most people do eventually come to terms with even the worst traumatic experiences, approximately 10 – 20 % of survivors of road traffic collisions will experience serious and long-lasting psychological reactions which can be distressing and disabling, including depression, phobic anxiety, panic disorder and in some cases post-traumatic stress disorder. It should be remembered that the human consequence of a road traffic collision does not stop at the survivor, others may be involved and suffer as well such as grieving relatives and friends.

Aberdeen City Council will continue to be pro-active in relation to Road Safety within the city and will continue to work together with our respected Stakeholders and Road Safety Colleagues in seeking improvements and funding to to strive to reach the Scottish Targets of ZERO Casualties being Killed or Seriously Injured on the City's Roads by 2050.

However, our Citizens **ALSO** have their part to play, no matter what mode of transport they choose to take. We would ask that they travel considerately and respect both their own road safety and the safety of others when using the roads and footpath networks within the City.

Resources:-

National Records for Scotland

Reported Road Casualties Scotland

Transport Scotland

Road Safety Scotland

Police Scotland

NESTRANS

Brake Scotland

Cycling Scotland

Age UK

Highway Code

Useful Organisations:-

https://www.roadpeace.org

https://www.brake.org.uk

https://www.mygov.scot/road-crash-victims

https://www.ageuk.org.uk/

www.Cyclelawscotland.co.uk

www.goodeggsafety.com

www.iamroadsmart.com

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	29 August 2023
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Roads Winter Service Plan 2023-2024
REPORT NUMBER	RES/23/230
DIRECTOR	Steven Whyte
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Neale Burrows, Paul Davies
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

1.1 This report is intended to present Members with the Roads Winter Service Plan for the coming winter for approval and to highlight any significant changes.

2. RECOMMENDATIONS

That the Committee:-

2.1 Approve the "Roads Winter Service Plan 2023/2024" (Appendix 1); and

2.2 Delegate authority to the Chief Officer - Operations and Protective Services, following consultation with the Chief Officer – Finance, to continue to deliver the Winter Maintenance Service.

3. CURRENT SITUATION

3.1 Aberdeen City Council's Roads Winter Service Plan has evolved over many years and is reviewed and amended annually to reflect both national and local requirements, changes in resource and guidance. This year's Roads Winter Service Plan is an evolution of the service plan for 2023/24.

3.2 The winter maintenance budget (unchanged since 2019) has only been sufficient to provide a basic level of winter maintenance during a mild to average winter, around the level which the service believes to be only slightly above the minimum level required to fulfil statutory obligation. More severe winters, such as winter 2020/21 have seen significant extra spend from contingency budget. In winter 2022/23 additional budget provision of £392,000 came from the contingency budget. With inflationary effects on material costs and uplifts in labour rates and fuel costs, the service again forecast that current budgets are only sufficient to deliver a service in line with minimum statutory obligation over a mild to average winter.

3.3 The effects of climate change continue to present challenges to the winter service. As with several previous winters, significant geographical variations in simultaneous weather have been observed with heavy rainfall causing flooding concerns to the east of the city while snowfall persists in the west being an example of emerging patterns of weather behaviour. These competing demands present complex logistical challenges.

3.3.1 A pattern of weather behaviour seems to be establishing whereby temperatures rise during the day, often accompanied by precipitation, before falling rapidly through late afternoon and evening times. This has had an impact effect on winter treatment. Historically, an early morning grit was often sufficient to treat routes for a 24 hour period, however the recent weather patterns have seen regular requirements for routes to be treated multiple times through the day as wash off and freeze thaw removes residual salt. A lesser requirement for morning grits, and greater for later grits has been observed. The effect of this has been the requirement for greater numbers of gritter runs to treat the primary route network, increasing labour, salt and fuel costs.

3.3.2 A secondary impact of the changed weather patterns effect on gritting has been to lessen the extent of secondary and tertiary network which can be treated on days of continued action. Precipitation throughout the day effectively acts as a reset on gritting, requiring the service to revert back to treatment of priority one routes.

3.4 Route Changes

For winter 2023/24 the roads service will run slightly updated versions of the routes run in winter 2022/23. No roads will be removed from any of the routes, however alterations will be made in line with changes made to the adopted roads network; for instance the Haudagain bypass. Other minor changes will reflect feedback from drivers. These include changes to make the routes easier to drive in the gritting vehicles.

3.5 Salt Usage and Stocks

Salt stock levels will be taken back up to around 11,500 tonnes (full capacity). This stock will be topped up with regular programmed deliveries throughout winter. Salt usage in previous years is shown below.

Year	Salt Usage (tonnes)
2019/20	4,500
2020/21	11,760
2021/22	4,820
2022/23	18,642

3.5.1 During the winter 2022/23 season there were a significant number of winter treatment days where daytime rainfall washed off salt spread during early morning grits. With temperatures dropping through late afternoon and into the evenings there was a requirement to re-treat routes covered earlier in the day. This repeated running of routes coupled with a high number of winter treatment

days led to a high level of salt use. During dry conditions a route may only require to be gritted once per day, and sometimes one treatment may last multiple days where there is no wash off.

3.6 Salt Bins

There are more than 900 salt bins throughout the city. Every year there are demands for further bins at new locations. Maintaining the salt bins is a labour-intensive operation and to continually increase the numbers would only add to the current restocking problems. It is proposed to continue the policy of not issuing any additional salt bins this winter, but to continue to promote the 1 tonne salt bag scheme for community use. Twenty large capacity grit bins, introduced in late 2018, from which the public can collect salt remain in place. These "community bins" have typically seen fairly low utilisation and it is the intention to further promote them in a bid to encourage residents to collect salt for their location. Residents can fill buckets, or similar suitable receptacle's, which the can store at their property for use on the adopted footways and carriageways around their properties when the need arises. With these bins being easier and more efficient to fill, there is a service benefit to their use. It may be useful to note that the roads adoption process does not include salt bins and the roads service do not adopt salt bins left by developers.

3.7 Community Salt Bags

3.7.1 There were 250 applications for bags before winter 2022/23 with 209 bags being delivered. The main reasons for applications being rejected was a lack of suitable location for the bag and proximity to another applicant. No alterations to the scheme are being proposed for the 2023/24 winter season.

3.7.2 The guidelines for the scheme are found within the winter service plan and will be published on the Council webpage.

- Salt is issued to community groups.
- The bags are to be in a secure place, such as a resident's driveway as they are susceptible to theft and vandalism.
- The locations need to be accessible to a large delivery lorry.
- Salt will not be left on or near private grassed or garden areas until the owner/tenant accepts responsibility for the possible long-term damage that could occur from salt contamination of the ground.

3.7.3 Applications will open on the 1st of October and the cut-off date for applications will be Tuesday the 31st of October 2023, after which applications will not be processed due to the additional demand this places on the service at this busy time of year. The media team will make the public aware of this well in advance. Whilst the scheme will run until the end of October, we would encourage applications as soon as possible as this helps to ensure the scheme runs as efficiently as possible.

3.8 Service Provision – Gritter Drivers

Due to the changing weather patterns, the delivery model for drivers will remain under review and may be subject to change if weather patterns persist, however any changes will not impact the proposed delivery of the winter plan.3.9 Service Provision – Festive Period

Service provision over the festive period will remain at the same level as in previous years. The specific details are shown below.

Day	Status	Service Available
Fri 22nd Dec	Normal Day	Normal Service
Sat 23rd Dec	Normal Day	Standby & Response only
Sun 24th Dec	Normal Day	Standby & Response only
Mon 25th Dec	Public Holiday	Standby & Response only
Tues 26th Dec	Public Holiday	Standby & Response only
Wed 27th Dec	Normal Day	Standby & Response only
Thurs 28th Dec	Normal Day	Standby & Response only
Fri 29th Dec	Normal Day	Standby & Response only
Sat 30th Dec	Normal Day	Standby & Response only
Sun 31st Dec	Public Holiday	Standby & Response only
Mon 1st Jan	Public Holiday	Standby & Response only
Tues 2nd Jan	Public Holiday	Standby & Response only
Wed 3rd Jan	Normal Day	Normal Service
Thurs 4th Jan	Normal Day	Normal Service
Fri 5th Jan	Normal Day	Normal Service

The Response team consists of up to 6 roadworkers providing 24 hours of cover per day, 7 days per week. This team is available to respond to the required treatment on the 4 Priority 1 Gold Routes.

3.10 Cycle Routes

When the winter service report for 2022/23 was presented to committee for approval, committee resolved to instruct the Chief Officer – Operations and Protective Services to engage, prior to the production of future years' Roads Winter Service Plans, with active travel groups including Aberdeen Cycle Forum and Grampian Cycling Partnership to confirm that the main cycling commuting routes agreed in 2013 and listed in appendix C section G are still the main routes used. The roads service held a meeting to which cycling groups in Aberdeen were invited. Feedback was received regarding the winter service. During the meeting the cycling groups raised issues with consistency of treatment and routes treated. Some routes identified as core routes do not form part of the adopted roads network and do not come under the remit of the Roads winter service plan which only covers winter treatment of areas where there exists a statutory obligation to treat.

3.11 Footway treatment remains unchanged from winter 2022/23.

3.11.1 The city centre priority 1 footways as set out in the Roads Winter Services Plan are the only routes to be covered as part of the early morning operations. The priority 1 routes are concentrated on the city centre, shopping areas and footways with a steep gradient. Treatment should begin on footways early mornings so that they may be completed prior to the footways becoming busy with pedestrians. Treatment is not safe or practical once footways become busy.

3.11.2 Footway and cycleway treatment operations are completed in conjunction with the Grounds Service who support the Roads Service during winter operations and without whom we would be unable to provide the current levels of service.

3.11.3 Once the priority 1 footways are treated, further treatment is extended into the lower priority footways and cycleways. The treatment that lower priority footways and cycleways receive is dependent on the resources available and so there is no timescale placed on when these will be completed.

3.12 Public Information

3.12.1 An information section for Winter Operations is included on the Council's web site and this provides information on gritter routes and live information on operations on the main routes, including gritter tracking showing where operations have been completed. The webpage will continue to be developed further as necessary.

3.12.2 In recent years the Roads Service has worked closely with the ACC media team to put more winter information into the public domain. This has helped reduce enquiries and complaints from the public and is something that the service will continue to grow for the coming winter. The media team will continue to issue a daily winter service update (Mon-Fri) to elected members to keep them abreast of operations.

3.13 Resilience

Whilst no resilience issues are foreseen, salt supply issues can potentially become possible. To ensure salt supply risk is minimised, salt levels will be kept high with top ups throughout the winter as necessary to ensure good stock.

4. FINANCIAL IMPLICATIONS

4.1 Inflationary effects on resource costs will continue to reduce the effective spending power of the winter budget.

4.2 It should be noted that the expenditure for the previous three winters has been £1.971M in 2022/23, £1.37M in 2021/22 and £2.1M in 2020/21. The outturn expenditure is heavily dependent on conditions experienced during the winter. It would therefore be prudent to note that authorisation may be required for continued expenditure beyond the budget should the weather be worse than anticipated.

5. LEGAL IMPLICATIONS

5.1 Failure to provide a robust and justifiable "Roads Winter Service Plan" would leave the Council vulnerable to legal challenges and 3rd party insurance claims.

5.2 The Council is obligated under Section 34 of the Roads (Scotland) Act 1984 to take such steps as they consider reasonable to prevent snow and ice endangering the safe passage of pedestrians and vehicles over a public road.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Gritting operations are carried out using salt as the primary de-icing treatment. It is inevitable that as part of these operations, salt will be washed into water courses. The service have considered the environmental implications of the use of salt and have concluded that the environmental risk posed is low, and that at present no practical alternative exists.

6.2 Further environmental consequence comes from the burning of diesel in the fleet of gritting vehicles. Alternative fuels with a lower carbon footprint are being investigated for the replacement of the existing fleet once the reach the end of their working lives, although no plant is due for replacement before the commencement of winter 2023/24.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failure to complete adequate winter maintenance operations could compromise travel and transport across the strategic Aberdeen road network.	The service plan has been designed to ensure that primary roads will remain treated at all times.	L	**Yes**
Compliance	The legal requirement and basis for a Roads Winter Service Plan has been in place for many years. What is	The winter service plan has been produced following the national guidance such as advice in the "Well managed Highway	L	**Yes**

	considered an adequate Winter Service Plan changes in line with national guidance. There is a risk that not following national guidance may open the council up to litigation.	Infrastructure" Code of Practice. Staff also attend national seminars and discuss requirements with neighbouring authorities to rationalise treatments across the region.		
Financial	Allocated Budget will only cover costs of a mild winter, overspend at times of prolonger or worse than average winter weather will require the allocation of additional budget	Make provision within the overall budgets for the possibility of additional expenditure being required if the winter is more than averagely severe.	H	**Yes**
Reputational	Winter maintenance activities are highly visible and residents may form negative views of operations if they believe winter maintenance to be inadequate.	The winter service plan outlines how winter maintenance will be completed and provides an explanation of this to residents.	L	**Yes**
Environment / Climate	The risk to plants, trees, watercourses, bridges and other structures from overtreating the networks.	There is a potential risk of overtreating the network with salt this is mitigated by training the duty officers on the required level of treatment.	L	**Yes**

8. OUTCOMES

COUNCIL DELIVERY PLAN	
	Impact of Report
Aberdeen City Council Policy Statement	

Delivering a Revised Local Transport Strategy	Continue to work to facilitate safe transport for customers during winter weather events.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The provision of an effective winter maintenance service that keeps the transport network working effectively is important to support the economy of Aberdeen during adverse winter conditions
Prosperous People Stretch Outcomes	The Council is committed to providing a winter maintenance service that will help to enhance Aberdeen as a place to invest, live and visit. An effective winter maintenance service will also make the city safer for all road and transport users.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Stage 1 Assessment has been Completed
Data Protection Impact Assessment	Not Required

10. BACKGROUND PAPERS

10.1 Code of Practice for Roads – *Well Managed Highway Infrastructure*

10.2 Roads (Scotland) Act 1984

11. APPENDICES

11.1 Roads Winter Service Plan 2023-2024

12. REPORT AUTHOR CONTACT DETAILS

Name	Neale Burrows
Title	Roads Infrastructure Manager
Email Address	nburrows@aberdeencity.gov.uk
Tel	01224 067663

Name	Paul Davies
Title	Engineer
Email Address	pdavies@aberdeencity.gov.uk
Tel	01224 067821

ABERDEEN CITY COUNCIL
Roads Winter Service Plan
2023 – 2024

Specification
&
Operational Plan

OPERATIONS & PROTECTIVE SERVICES

ROAD SERVICES

WINTER SERVICE PLAN

2023-2024

CONTENTS

ABERDEEN CITY COUNCIL

OPERATIONS AND PROTECTIVE SERVICES

ROADS OPERATIONS

WINTER SERVICE PLAN

2023 – 2024

PART 1 SPECIFICATION

WINTER SERVICE PLAN

PART 1 SPECIFICATION DOCUMENT

1. Policy

1.1 The City Council's policy is stated in the report submitted to the Roads Sub-Committee of the Policy and Resources Committee on 19th September 1996 and Policy & Strategy Committee of 5th June 2008.

1.2 The Council's policy objectives in relation to winter service is defined as the reduction, as far as practicable, of the effects of adverse weather conditions on the movement of people and vehicles to facilitate safe travel on the higher priority roads in the City.

2. Priorities and Standards

2.1 General

The Committee agreed that the priorities for treatment and standards of treatment be determined in accordance with the relative importance of any particular road in the Road network, and that the relevant Corporate Director be requested to endeavour to curtail the level of expenditure within the sum provided in the annual budget, bearing in mind the conditions which pertain and the policies set down in the report.

2.1.1 Priority 1 routes will be principal roads or other classified roads serving as the main routes of major traffic distributors. Priority 1 routes should also carry heavy traffic flows or serve as major public service bus routes or give access to public service or emergency facilities providing an essential public service. In special circumstances a road which does not meet the above definition may be considered a priority 1 route if it is regularly used and presents special hazards because it is habitually liable to drifting snow or freezing because of altitude or exposure etc. A road need not be considered a priority route at all times.

2.1.2 Priority 1 routes shall be separated into two levels those of strategic importance (Strategic Roads and Main Distributor Roads and access roads to emergency services facilities in addition to the detrunked sections of the A92 and A96) and Priority 1 Silver, those of less than strategic importance (Historic Priority 1 routes less Priority 1 Gold routes and Link Roads and Local Access Roads that do not have any special circumstance such as steep slopes, etc. These routes are identified in Appendix C.

2.1.3 The standard to be aimed at on Priority 1 routes is that:

For the Priority 1 Gold routes for 24 hours 7 days a week during the winter.
For the Priority 1 Silver routes between the hours of 04.45 and 21.00 7 days a week.

These routes should never become impassable to traffic, during the times indicated, unless there are abnormal conditions. Snow and ice clearance should be started as soon as practical when the need for it becomes apparent. Equipment and resources should be provided and should be capable of being deployed sufficiently quickly to be able to

salt for ice or clear a moderate snowfall of up to 50 millimetres depth (2 inches) within two and a half hours of the physical start of operations.

2.1.4 There should be, for these routes an availability of crews and equipment with the Response crews and standby arrangements being such that the response time for an instruction from a responsible officer of the authority to commence winter service operations to the start of snow or ice clearing on site should not be greater than one hour, during the times indicated in clause 2.1.3.

2.1.5 Consideration will be given to the pre-salting of priority 1 routes on receipt of an adverse weather forecast to prevent the formation of ice, or to make the clearing of snow or ice from the surface of the road less difficult.

2.1.6 A list of priority 1 Gold and Silver routes should be drawn up. The routes will be collated into convenient lengths to be dealt with by one or more salt stores and the need to keep mileage, which is run empty for reloading to an absolute minimum.

2.1.7 The priority 1 Gold and Silver routes should be reviewed annually in the late summer/autumn months to take account of changes in the road layout e.g. change from single to dual carriageway or in the light of new development and particularly the opening of new community facilities e.g. hospitals or similar, or in the light of changes in the road network and amendments to the routing of Public Transport.

2.1.8 Priority 2 routes will be principal and other classified roads not included in the priority 1 routes but which serve as main roads or as traffic distributors and which carry medium traffic flows or give access to community or public facilities of a non-essential nature. These routes will contain the (Category 3b Secondary Distributor routes 4a Link Roads).

2.1.9 In order to provide an efficient and effective use of labour and plant several of the Priority 2 Routes may be included in the Priority 1 Gold and Silver routes, the remaining Priority 2 routes will only be treated once the combined Priority 1 & 2 routes have been opened to traffic. The remaining Priority 2 roads will be dealt with on an “Area Response” basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. Additional resources from external Contractors may be employed to assist in the operation.

2.1.10 Priority 3 locations (Category 4b Link Roads) such as access roads, service roads, cul de sacs and minor roads where it could be expected that residents and employees etc could make their way with some difficulty in all but abnormal conditions to the nearest higher priority route.

2.1.11 The standard for Priority 3 locations would be that they would not normally be treated unless conditions were severe enough to prevent the passage of emergency vehicles, where it was considered in the light of prevailing weather forecasts that the conditions might be expected to persist for some time or that there was an exceptional depth of snow packed snow or ice. In the case of a medical emergency or an event such as a funeral the location in question would be treated. Priority 3 locations due to width of access, or they are dead ends will not always be accessible with normal winter

maintenance plant and would not be treated until all routes of a higher priority had been opened to traffic.

2.1.12 Non-Aberdeen City Council maintained roads and roads or lanes providing a secondary means of access for service vehicles together with roads on which there are no direct accesses to any habitations would not be treated except in the case of a medical emergency.

2.1.13 In extreme weather conditions only, Priority 1 routes will be treated. Should salt stock levels diminish, salt treatment of Areas will be stopped, then Priority 2 routes, until only priority 1 routes are being treated.

2.2 Priorities and Standards – Footways & Cycle Ways

2.2.1 The priority with regard to the treatment of footways is that, precedence will be given to those footways and cycleways in the City for which the Council is responsible and which carry the greatest number of pedestrians. This means the central areas of the City where the shopping and commercial facilities etc are concentrated. Precedence will also be given to footways and gradients, which are so steep, that they would be dangerous when covered with ice or hard packed snow. This may be altered by the duty supervisor or the duty officer depending on the circumstances that are being encountered.

2.2.2 The standard to be aimed at for footways on the Priority 1 list is that, these footways should be kept in a safe condition for pedestrians. In “normal” conditions snow or ice clearance should be started as soon as practicable when the need for such treatment becomes apparent. Equipment and resources should be provided and should be capable of being deployed sufficiently quickly to be able to begin treatment of a moderate snowfall between the hours of 04.45 and 15.45 Monday to Sunday. At weekends the duty supervisor or the duty officer will determine if additional resources can be sourced.

2.2.3 All other footways and cycleways in the city will be considered to have a lower priority although again precedence will be given to the more heavily trafficked routes; footways in the vicinity of major public services, medical or community facilities providing an essential public service and where numbers of infirm, elderly, accompanied infants and young children are likely to congregate. These footways and cycleways will be treated only when the Priority 1 routes have been treated and made safe for pedestrian movement and will be dealt with on an Area Response basis with the allocation of resources to the defined areas being subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity.

During forecasts of snow or ice or for periods of snow or ice council employees will be deployed to treat Priority 1 footways and then continue into the Areas. Additional resources from external Contractors may be employed to assist in the operation.

2.2.4 Other equipment and resources should be deployed to deal with particular situations as conditions dictate, particularly where treatment has not been carried out and there is a public need for such treatment at individual locations, e.g. bus stops, pedestrian crossings, traffic islands and the like.

2.2.5 Privately maintained footways will not normally be treated.

2.2.6 Cycle ways in the city will be considered to have the same priority as lower priority footways. These cycle ways will be treated only when the Priority 2 routes have been treated and will be dealt with on an Area Response basis in conjunction with the footways in that area. The allocation of resources to the defined areas will be subject to the prevailing weather conditions. Treatment of an Area is not subject to a time for completion due to their size and complexity. In keeping with Priority 3 carriageways, it would be expected that cyclists could make their way with some difficulty in all but abnormal conditions to the nearest higher priority route. A list of the cycle ways to be treated was approved at the EP & I Committee on 12 November 2013 and is included in Appendix C.

2.3 Self Help

2.3.1 On lower priority routes both on carriageways, lay-bys and footways, grit bins should be provided where they can be sited without inconvenience or danger to residents and road users. Due to the demand on resources to fill grit bins, it has been decided not to increase the number of grit bins. Alternatively, 1 Tonne salt bags will be made available for community use (see 2.3.4). The location of the grit bins can be viewed on the council's web site at: https://www.aberdeencity.gov.uk/services/people-and-communities/get-ready-winter/find-grit-bin

2.3.2 Grit bins are maintained and kept filled by the Council so that the salt, salt/sand mixtures are readily available to Council employees, local residents or any other road user should they choose to use the facility. The locations and condition of all grit bins should be reviewed annually in late summer/autumn. It should be noted that whilst making use of grit bins, care should be taken as it is common for them to be used by some members of the public for the disposal of rubbish, such as glass, sharp metal and, in some instances, syringes which could result in injury to the user should they inadvertently come into contact with this material. Hazard warnings should be positioned on the lid of the grit bin.

2.3.3 It is recommended that all grit bins be highlighted for public use with a telephone number to call allowing members of the public to inform on the location of the empty grit bin.

2.3.4 1 Tonne bags of salt will be issued on application to individual residents on behalf of their community for self help winter treatment. These bags will be issued and replenished on condition that they are situated in a secure location which is accessible to the Council delivery lorry. A communal area such as a car park would not be acceptable as the bags will be susceptible to theft and vandalism.

To receive a bag, the following criteria must be met:*

- A named individual must take responsibility for the salt bag
- Contact details of that named individual (phone no. or email address) must be supplied
- A location within the boundaries of the individuals private property must be provided for the bag to be placed (we regret that we are unable to deliver bags to locations that are on Council owned or adopted assets. **)
- The location requires 1.5m^2 space for bag to be dropped
- 3m width access for our delivery lorry, with room to turn (we are unable to deliver bags to locations where HGV access is not possible. All applications will be checked for access prior to approval being given)
- The location should be within 5m of public road or carriageway, where possible
- The bag must be accessible to members of the community, i.e. not behind locked gates, or out of sight. The scheme is for community benefit and not just for the

benefit of the applicant and applicants who attempt to prevent access to bag may have their bag removed without notice.

- Applicants must sign our disclaimer removing Aberdeen City Council's liability for damage caused to vegetation by the salt bags. Salt can kill vegetation and we cannot accept any responsibility for such loss as a result of participation in the scheme. We ask applicants to consider this when selecting a location for their bag.
- Bags must be a reasonable distance apart – i.e. we will not deliver bags to closely proximate locations. We will also reject applications where the location already has a permanent grit bin in close proximity.
- Applications after the closing date will not be considered and will be automatically rejected.

* Please note that that having been approved for a bag in years does not guarantee an application will be successful this year. Council officers have the final say on whether an application is successful and may consider any relevant factor when dealing with requests. ACC reserve the right to close the scheme should demand outstrip service delivery capacity.

** Exception may be made where a location is on a recently adopted road where the developer has left a grit bin which has not been adopted but does have space beside it for a bag to be placed. This must not encroach onto the adopted footway in such a way as to restrict the footway width to below 1.5m. Locations at the very end of a footway or carriageway may be considered where the location is not a thoroughfare, and the placement of the bag would not hinder access to property or for services such as refuse collection. A named contact would still be required for the bag.

2.3.5 Large Community Grit Bins have been located throughout the city these are specifically located to allow rapid replenishment from small lorries during storm conditions. The locations are listed in Appendix (D,a)

3. Treatments of Conditions

3.1 Precautionary Salting - Priority 1 routes and locations of particular hazard.

Precautionary treatments should be carried out to as per Appendix (D,b) Column C. This table is based on guidance issued by the Society of Chief Officers of Transportation in Scotland (SCOTS) Winter Service Subgroup.

Column C is appropriate when the Salt Cover is Poor, Traffic Levels are Low/Medium and the Salt Loss due to traffic is Normal.

Precautionary Treatment for Hoar Frost and Ice.

3.1.1 If the road temperature is at or above -2C and the road is damp, salt at a rate of 10g per square metre. If the temperature falls between -2C and -5C and the road is damp, salt at 15/20g per square metre. If the road is damp and the temperature is below -5C, salt at 20g per square metre, monitor conditions and retreat if required.

If the road temperature is at or above -2C and the road is wet, salt at a rate of 15g per square metre. If the temperature falls between -2C and -5C and the road is wet, salt at 15/20g per square metre. If the Road is wet and the temperature is below -5C, salt at 20g per square metre, monitor conditions and retreat if required.

When rain is forecast prior to frost/ice, treatment should be timed to commence at the cessation of rainfall subject to being completed within the council's hours of coverage.

3.2 Precautionary Treatment for Snow.

3.2.2 When continuous snow/freezing rain is forecast precautionary salting rates are to be 20 g/sq. m according to the anticipated severity of the snowfall as per Appendix (D,c)

3.2.3 The maximum salt spreading rate recommended for melting up to 50mm of fresh snow is 40 g/sq.m. Repeated applications of salt can remove heavy accumulations of snow, however, this approach is not recommended and ploughing should be undertaken as the depth of snow starts to exceeds 10mm. 20g per square metre of salt should be applied in advance of a snowfall to allow the formation of a debonding layer and assist subsequent ploughing. Where more than 50mm of snow has accumulated, compaction by traffic is likely to become problematic.

3.2.4 These spread rates are dependant on available salt stocks, during periods of sustained snow salt availability may be restricted due to availability or instructions from outwith the council, and periods of salt conservation may be necessary as per section 7.0)

3.3 Treatment for Ice and Compacted Snow Conditions

When ice or compacted snow has already formed the surface should be treated as be the guidance in Appendix (D,d).

3.3.1 When temperatures drop below -5 degrees Celsius grit or salt/grit mixtures may be used. The grit used in these circumstances should be single particle size 6mm – 2mm having low fine content. The particles should be angular suitable for an abrasive. **Grit shall only be used when absolutely necessary** due to additional problems arising, such as sweeping and gully emptying and the subsequent additional costs for waste disposal.

3.4 Updated guidelines on salt spread rates

3.4.1 The Society of Chief Officers of Transportation in Scotland (SCOTS) have produced recommendations on the most appropriate and practical approach to implementing salt spread rates. Following consultation with the National Winter Service Research Group (NWSRG), concerning the implementation of Well Managed Highways, the SCOTS Winter Subgroup have suggested a number of developments and those relevant to salt spread rates.

Minimum spread rates of unmodified salt are suggested in Appendix (D,b) treatment matrix for different operational scenarios out-with resilience situations.

Detailed below is the justification provided by the SCOTS Winter Service Subgroup for advising these variations and this is supported by Aberdeen City Council officers.

- Review conclusions based on significant experience of delivering winter service by Scottish local Authorities.
- Review conclusions based on developed best practice within Scottish local Authorities.
- Recognition that going forward that these variations to Well Managed Highways and the successor document, need to be monitored in relation to the development of equipment, research undertaken and revisions to recommended salt spread rates.
- These variations to salt spread rates need to be kept under review by the SCOTS Roads Group/SCOTS Winter Service Subgroup to continue to inform the most appropriate approach to Winter Service to be taken by Scottish Roads Authorities.
- The treatment matrix developed through the SCOTS Winter Sub group is being adopted by Aberdeen City Council and is detailed in Appendix (D,b) along with associated notes.

4. Winter Service Plant

To be effective, salt must be spread evenly at rates to suit prevailing conditions. The spreading equipment supplied should be to BS 1622:1989. The controls of spreading machines are to be calibrated annually and clearly marked for distinct spread rates up to 40g/sq.m.

5. Salt and Grit

5.1.1 Salt supplied to various locations throughout the City shall be to BS 3247.

5.1.2 Grit for use either neat or in mixtures shall be single sized abrasive or particle size 6mm – 2mm having a low fine content. The particles should be angular in shape suitable for an abrasive.

5.1.3 Chemical de-icing treatment may to be used at selected locations including the city centre and cycleways.

5.1.4 Salt is purchased to restock the storage areas to their maximum stock levels in advance of the season, salt stocks are closely monitored, and restocking orders placed to maintain suitable levels.

5.1.5 Salt at storage areas are currently stored uncovered.

5.1.6 A guide to appropriate maximum and minimum and resilience stock levels are included in Appendix (D,e).

5.1.7 Salt stocks are monitored weekly by Transport Scotland for all 32 Local Authorities, and have an emergency stock for any authority running short during severe winter conditions.

6. Communications

6.1.1 Work has been carried out with the Corporate Communications Team and the Service Design and Development team to provide up to date information on the Council Web Site and social media channels. The information provided will enable members of the public to check on expected road conditions, confirm main gritting routes and check action currently underway. There is also a section to check the weather and road conditions.

7. Resilience

7.1.1 If salt stock levels fall close to the resilience stock levels indicated in Appendix (D,e) the Roads Operations Manager will consider and implement the actions required to maintain traffic flow along the strategic network.

7.1.2 In extreme circumstances including but not limited to national salt shortages, pandemic circumstances, fuel shortages, that may have a major adverse impact on the provision of the winter service the Roads Operations Manager after consultation with the Roads Infrastructure Manager may implement the actions required to maintain traffic flow along the strategic network these may include but are not restricted to:

- Reduce salt spread rates.
- Restrict salt spreading to the Priority 1 Gold or Gold/Silver routes.
- Move to using salt/grit mixes.
- Move to using grit only on Secondary routes

- Grit only to be used on hard packed snow on priority/secondary/cul de sac routes
- Replenish Grit Bins with grit only
- Move to using grit only on priority and secondary footway routes
- Restrict treatment to the resilience network consisting of Priority 1 Gold or Gold/ Silver routes and city centre footways.
- Restrict the level of service to the capacity of the available resources.
- Dedicate further available resources to the service delivery.

7.1.3 The resilience network consists of the Priority 1 Gold and Silver routes and the City Centre footways. The normal Minimum Winter Network being treated would be the resilience networks. In extreme circumstances when resources are not available to treat this network either as a result of illness or due to restrictions applied by the Scottish or UK governments the minimum network being treated could be reduced to the Priority 1 Gold network.

7.1.4 The trigger points for considering activation of the Minimum Winter Network treatment is any one of the following

Salt Levels

All depots	Non-Winter stock	Non-Core Winter Period	Core Winter Period
Tonnes	N/A	2690	4485

ABERDEEN CITY COUNCIL

OPERATIONS & PROTECTIVE SERVICES

ROADS OPERATIONS

WINTER SERVICE PLAN

2023-2024

PART 2 - OPERATIONAL PLAN

WINTER SERVICE DOCUMENT

PART 2 OPERATIONAL PLAN

1.	Introduction	1.1	Outline
		1.2	Stages of Plan
		1.3	Delegation of Responsibilities
2.	Working Arrangements	2.1	Operating Period
		2.2	Standby Service
		2.3	Early Morning Patrols
		2.4	Service Within Working Hours
		2.5	Service Outwith Normal Working Hours
		2.6	Footway Treatment
		2.7	Footway Readiness
		2.8	Thawing
		2.9	Lifting of Snow from Roads etc
3.	Information	3.1	Communications
		3.2	Weather Forecasts
		3.3	Advice Sheets
		3.4	Road Condition Reports
4.	Plant	4.1	Availability and Maintenance for Vehicles, Plant etc.
		4.2	Operation of Vehicles
5.	Materials	5.1	Salt and Salt/Sand Stocks
		5.2	Use of Materials
6.	Assistance from Third Parties	6.1	Local Authority Services
		6.2	Education
		6.3	Parks etc.
7.	Road Closures	7.1	Road Closures
8.	Monitoring and Reporting	8.1	Road Treatment Log

Appendices

A Emergency Contacts
B Duties of Personnel
C Gritting Routes
D Stock & Treatment Guidance.
E Flooding Guidance

WINTER SERVICE PLAN - STANDING ORDERS

PART 2 - OPERATIONAL PLAN

1. Introduction

1.1 Outline

The Operational Plan is designed to provide for a twenty-four hour a day, seven days a week service. The plan, which is designed to be flexible enough to cover all foreseeable weather conditions normally experienced in this part of the country, will operate in various phases according to the time of day and weather conditions.

The plan consists of an emergency standby service out with normal working hours, regular routine patrols by specialist gritting and snow clearing vehicles in the early hours of the morning augmented, as necessary, by the use of the Council's normal heavy goods vehicles fitted with demountable snowploughs and/or gritter bodies as appropriate. The Council's own resources can be augmented by hired labour and vehicles and plant from local contractors.

1.2 Stages of the Plan

In deploying the Council's resources and resources from other Services, Supervisors will take into account the priorities drawn up to cover all weather conditions, will seek to ensure that the road network is dealt with in the sequence and to the standards set out in Part 1, Section 2 headed "Priorities and Standards".

Supervisors in planning and executing the Winter Service Operations must give consideration to the needs of all employees to have reasonable periods of rest between periods of duty, however, in extreme and prolonged weather conditions Aberdeen City Council can declare the event an emergency to continue with winter service operations.

1.3 Delegation of Responsibilities

1.3.1 The Roads Infrastructure Manager is responsible for the work of the Roads Services throughout the City. The Roads Infrastructure Manager is responsible for formulating the policy objectives with regard to Winter Service operations and ensuring that adequate resources are allocated to meet the objectives and standards set in the Specification Document. The Roads Infrastructure Manager is also responsible for ensuring that the Specification and Operational Plan are continually reviewed in the light of experience and changing circumstances.

1.3.2 The Roads Infrastructure Manager in conjunction with the Road Operations Manager will be wholly responsible for ensuring that Winter Service operations are carried out in accordance with the policy of the Council and in accordance with accreditation in Winter Maintenance Quality Assurance under ISO 9001. They will ensure that the Duty Officers and the Supervisors and operators are conversant with the Winter Service Plan and will ensure that the standard of training, etc. of the operatives is sufficiently high to enable them to carry out their allotted tasks. The day to day responsibility for producing the daily Winter Maintenance Advice Sheet may be delegated to the Duty Officer. The

Supervisors shall be provided with the physical resources to enable them to carry out the work within the limitations of the budget and shall have the authority to utilise all the resources available to them on normal works in the event of adverse weather conditions. The day to day responsibility for the organisation and supervision of Winter Service operations may be delegated to the Supervisors.

1.3.3 The Supervisors are wholly responsible to the Roads Infrastructure Manager/Road Operations Manager for the day to day organisation and execution of the Winter Service operations and will take immediate action to implement the Winter Service Plan on receipt of adverse weather advice or in the event of sudden frost or snowfall. The Supervisors have complete authority to set the plan in action without reference to the Roads Infrastructure Manager or Road Operations Manager but shall at all times keep the Management fully advised of the prevailing circumstances with regard to the progress of Winter Service operations and shall seek the advice and assistance of Management in dealing with any augmented work undertaken or conditions outwith the scope of the Winter Service Plan.

2. Working Arrangements

2.1 Operating period

The winter operating period will run from October to April each year.

The core period for continual monitoring will run from early November until Late March. Additional support staff and assistance from other services will run from mid-November until late March, the exact dates will be as detailed below, these dates are subject to change depending on the forecast weather conditions.

2.2 Standby Service – 30/10/2023 to 31/03/2024

A weekly duty rota for drivers and plant operators for both the standby service and for the early morning patrols will be prepared to ensure that all specialist Winter Service vehicles can be manned on a twenty-four hour, seven days a week basis in accordance with the Winter Service Plan.

Specialist Winter Service vehicles will be stationed at appropriate depots for immediate use outwith normal working hours. The vehicles will be loaded with neat salt and drivers will be contactable to receive instructions from the Supervisor. A Supervisor will be available to receive telephone calls from the Police or other responsible Officers of the Council, assess road conditions and initiate emergency actions.

On receipt of an emergency call, the Supervisor will assess the situation and, if necessary, will call out the standby crews to treat roads as required, he may at his discretion, alert other Supervisors, as it may be necessary to call out additional drivers and vehicles.

The Supervisors will advise the Lead Response Operative or the Duty Officer what resources are deployed and the route/areas being treated to allow the Council's web site to be updated.

The standby drivers will report to the Supervisor the road conditions at the area of the particular hazard and in the area generally. The Supervisor will log the telephone call seeking assistance together with the details of any action taken in response to it and any action by way of treating other locations so that there is a permanent record, for inspection, of the extent of Winter Service operations carried out.

2.3 Early Morning Patrols – 13/11/2023 to 17/03/2024

The specialist Winter Service vehicles will be operated on early morning patrol service during the winter period. Each vehicle will be driven on a prescribed priority route and treatment will be carried out as instructed for the conditions encountered.

The Supervisor will advise the Lead Response Operative or the Duty Officer what resources are deployed, and the route/areas being treated to allow the Council's web site to be updated.

Special attention will be given to those locations, which are designated as areas of particular hazard; drivers will report the road conditions on their prescribed route to the Supervisor/Lead Response Operative both during and on completion of their patrols.

Additionally, the Supervisors may at their discretion, if adverse weather conditions are expected, detail additional operatives to make themselves available for standby duties/early action.

2.4 Service Within Working Hours

2.4.1 If road or weather conditions warrant it, Winter Service operations utilising the specialist vehicles will continue during the course of the working day. In addition to the specialist vehicles, the Supervisors can instruct the use of the Councils normal heavy goods vehicles on Winter Service operations. The vehicles will be fitted with snowploughs and/or gritter bodies according to the road conditions.

The Supervisors will advise the Lead Response Operative or the Duty Officer what resources are deployed, and the route/areas being treated to allow the Council's web site to be updated.

2.4.2 Daytime 07:45 a.m. – 15:45 p.m. Monday - Friday

The ice detection equipment will be monitored by the Road Services staff. When a change in conditions is displayed at any of the ice detection locations in his area, the Road Operations Manager or his staff will advise the Supervisors who, taking account of all factors known to him, will dispatch a gritting vehicle to inspect and treat conditions at the location as necessary and thereafter proceed to such other locations the Supervisors considers may require treatment.

2.5 Service out with Normal Working Hours 13/11/2024 to 17/03/2024

2.5.1 Response will provide an emergency all night service and specialist Winter Service vehicles will be ready for immediate use throughout the winter season.

The vehicles will be loaded with neat salt and drivers will be in attendance at the depot. In addition to the drivers the depot will be manned by a Duty Lead Response Operative who will receive telephone calls from the Met Office, Police or other responsible Officers of the Council initiating emergency action.

The Duty Officer will continue to monitor the ice detection equipment and forecast and will remain the point of contact for Winter Service until after the evening forecast is received (approximately 1830).

On receipt of an emergency call, the Duty Lead Response Operative will dispatch a driver to investigate and, if necessary, treat the road surface. Immediately after the driver has dealt with the specific complaint, he will travel to those locations designated as areas of particular hazard in the vicinity of the locus of the complaint and, if necessary, treat the road surface at these locations. He will report to the Duty Lead Response Operative the road conditions at the areas of particular hazard and in the area generally. The Lead Response Operative will log the telephone call seeking assistance together with the details of any locations so that there is a permanent record for inspection by the Duty Supervisor of the extent of Winter Service operations carried out during the night.

Should it appear to the Duty Lead Response Operative from the number of telephone calls received requesting assistance or from the reports received from drivers that the road conditions are so bad as to require the deployment of more resources than provided by the all night service, he will immediately telephone the Duty Supervisor advising him of the conditions so that the Duty Supervisor may, at his discretion, instruct the call out of additional drivers and vehicles.

2.5.2 When an adverse change of conditions is displayed at any of the ice detection locations in the City, the Lead Response Operative will dispatch a loaded gritter to inspect and treat conditions at the location as necessary and thereafter, taking account of all other known factors, proceed to treat as necessary areas of special hazard. The Duty Lead Response Operative will log the change in road temperatures together with his actions and details of any locations actioned so that there is a permanent record for inspection by the Duty Supervisor of the extent of Winter Service operations carried out during the night.

2.5.3 Over Christmas and New Year a stand by crew will only be available to treat priority 1 carriageways and footways on the days of the 25 – 26 December and 31 December – 2 January inclusive.

2.6 Footway Treatment

The Priority 1 footways for treatment are listed in Appendix C (e).

The standard practice for treating footways will be to use neat salt although discretion is given to Supervisors to use salt/grit mixtures when weather conditions warrant it, and especially when dealing with ice that has formed as a result of the re-freezing of partially thawed snow as per Appendix D, (d)

In clearing a passage for pedestrians, any cleared snow will be left piled at the edge of the footway until resources are available for its removal. Special attention will be given at pedestrian crossings, road junctions where large number of pedestrians cross, bus stops etc where gaps should be left at these locations to allow pedestrians to cross without having to negotiate the heaped snow.

Special care will also be taken to ensure that street gullies are not blocked by piled snow, as this would prevent water draining away at the onset of a thaw.

2.7 Footway Readiness

Recourses for footway treatment are to be allocated on a three-level readiness basis. The readiness level shall be implemented and recorded following discussions between the duty officer and the Roads Operations/Roads Infrastructure Manager.

Green:
Forecast conditions to be below zero for up to 5 consecutive days.

City centre routes to be check by Supervisor each morning with treatment undertaken if required, no other routes to be treated.

Amber:
Forecast conditions of prolonged freezing extending beyond 5 days, snowfall or extensive ice forecast. Frontline staff to be made available for prolonged treatment, assistance from other departments requested as required. If other departments assistance required, they are to be notified when Amber condition is identified.

Grit bins and Community Bins, checked and filled in advance, Footway plant and equipment checked for readiness in advance, Priority 1 Footways and sheltered housing areas considered for treatment.

Additional back office staff requirement to respond to public enquiries.

Red:
Forecast conditions as Amber but with continued heavy snowfall or extreme ice in forecast resulting in a risk to infrastructure.

Action as per Amber, additionally external and supplementary resources from other departments to be mobilised as available.

Treatment to be extended to area footway treatment beyond Priority 1 routes as resources allow.

Full reporting system to be implemented, availability of resources to respond to repair to infrastructure to assessed. Additional back office staff requirement to respond to public enquiries regarding infrastructure damage after thaw develops.

2.8 Thawing

During the thaw, the first responsibility of the Supervisors will be to ensure, as far as practicable, that road channels and verges are cleared in the area of street gullies and cross grips to allow melted snow to drain away. Only after the channels and cross grips have been cleared should an attempt be made to clear the stockpiled snow.

2.9 Lifting of Snow from Roads etc

In extreme conditions after heavy snow falls it may be necessary to lift snow from streets. Snow cleared from the road will only be uplifted in exceptional circumstances, e.g. where existing piled snow is preventing further snow clearance from the road.

3. Information

3.1 Communications

During Office Hours - Mondays to Fridays inclusive, telephone messages will be received by the contact centre and passed to the duty officer as appropriate.

Out with Office Hours – All out of office calls will be received through the call centre and passed to the lead response officer or Duty officer as appropriate.

3.2 Weather Forecasts

The Council's meteorological advisors will provide information for the duration of the winter period including:-

a) General Forecasts for the following 36 hours
b) 2-5-day outlook forecast
c) Air and road temperatures and a predicted forecast graph

During Office Hours

The Forecast data information is assessed and entered into an advice sheet prepared by the Duty Officer in conjunction with the Duty Supervisor and submitted to the Roads Operations Manager for discussion and a decision made as to the required treatment. Roads Operations Manager to be advised of daily action.

The information will also be passed to the Standby Supervisor by the Duty Officer.

Out with Office Hours and Holidays

It will be the responsibility of the Duty Officer to obtain the weather forecast, review and confirm action. Roads Operations Manager to be advised of daily action.

Emergency Weather Forecasts

The Council's meteorological advisors will inform the Duty Officer from 0800 to 1830 or the Lead Response Operative from 1830 to 0800 to advise on changes in forecast information.

Additional phone numbers should be supplied to the Met Office in case there is difficulty in contacting the Duty Officer or the Lead Response Operative. The Duty Officer or the Lead Response Operative will advise the Duty Supervisor of changes to the weather forecast which may alter the proposed winter treatment.

3.3 Advice Sheets

3.3.1 Winter Maintenance Advice Sheets

Forecast information and the Winter Maintenance Advice Sheet will be used to assist in decision making. In the absence of any indication or information to the contrary the advice recommendation given on the Advice Sheets should be followed.

3.3.2 Interpretation of Advice Sheets

The Advice Sheets recommendations may be deviated from in the event of any of the following situations:

(a) A clear emergency exists which requires immediate action.

(b) The Road Operations Manager advises differently.

(c) The actual weather (e.g. as measured by Ice Outstations) is at variance from the forecast such that action taken would need to be significantly different from that advised, e.g. the stepping up of salting from 10 to 20 g/sq. m or equivalent in mixtures, or if the forecast of snow turns out to be rain then reducing or changing the treatment. Whilst officers may treat at a level above that recommended based on the forecast, they will not treat at a level below the forecast recommendation. In this case the meteorological advisors should be contacted, advised of actual weather conditions and new forecast information requested.

3.3.3 Variation from Advice Sheets

A record will be kept of all variations of action from the advised action on the advice sheet. The reason for such a variation will be noted on the advice sheet for record purposes.

3.3.4 General Note

The Council's meteorological advisers are available 24 hours a day and can be contacted at any time by Supervisors or staff for advice. They are contracted to supply new weather information when a significant change is forecast and to give advice over the telephone on all meteorological matters. If in any doubt about the actual weather and/or the forecast the rule is contact the meteorological advisers.

4. Plant

4.1 Availability and Maintenance of Vehicles, Plant etc

All specialist Winter Service vehicles, plant and footway snowploughs require to be maintained and overhauled prior to the commencement of Winter Service operations. All items of Winter Service equipment overhauled shall be on station not later than the end of September.

All vehicles, plant and equipment shall be checked to ensure they are fully operational on return to station.

A standby mechanic will be available at all times during the winter period.

4.2 Operation of Vehicles

While it is acknowledged that the drivers of vehicles engaged in Winter Service operations do not operate under normal circumstances, it is nevertheless the driver's duty to take every precaution to avoid accidents.

Once the vehicles are on station and Winter Service operations have begun, it will be the duty of the driver and/or operator for each vehicle and item of plant to check his vehicle daily before starting duty. The inspection shall cover the fuel, oil and water levels and the lights, brakes and tyres, together with all bolts and couplings fixing ploughs, spinners and safety rails.

Any fault revealed by the check shall be immediately reported to the Supervisor who will call out the stand by mechanic to determine whether or not the vehicle is in a fit state to continue with Winter Service operations or whether the vehicle should be withdrawn from service for immediate repair at the Depot or transported to Kittybrewster.

The amber flashing lights fitted to each vehicle must be kept in operation during gritting and snow clearing operations. In poor visibility, the vehicle's horn should be sounded as necessary, but its use should be kept to a minimum consistent with safe driving and the need to cause as little inconvenience as is possible to residents, particularly during early morning and late night working. A "SPREADING" sign is to be fitted and kept clean on rear of gritting and large snow plough vehicles.

Snow ploughs and scrapers must always be raised above the road surface when passing over sections of road which are clear of snow and ice and drivers should constantly be on the lookout for manhole covers, street tobies or other obstructions such as traffic calming measures which may be standing proud of the road surface.

It is the responsibility of the driver of any vehicle to ensure that the hopper or the platform of this vehicle is not left loaded with salt or salt/sand mixture for more than forty-eight hours. If the salt or salt/sand mixture has not been used for this period of time, the hopper and/or platform should be emptied and immediately refilled with fresh material.

If the vehicle has been driven during heavy rain, the driver should check the salt or salt/sand mixture to ensure that caking has not taken place. If it has, the vehicle should be emptied and immediately refilled with fresh material.

Where mobile phone communication is used the driver must not under any circumstance answer the phone until parked safely and the engine is turned off as per the Council's

mobile phone policy. Drivers will be issued with a two-way radio for communication purposes.

5. Materials and Equipment

5.1 Salt and Salt/Sand Stocks

Salt

Stocks of salt will maximised before the start of the winter period. It will be the responsibility of the Duty Supervisor and Duty Officer to make a daily update on salt usage and a weekly return of salt receipts and issues to the Road Operation Manager.

Salt/Sand mixtures

Although not routinely used, sand will be kept available to be mixed with salt in accordance with the instructions of the Roads Operations Manager and will generally consist of one parts sand to one part salt by weight but this mixture may be varied at the discretion of the Supervisors depending upon road and weather conditions.

5.2 Use of Materials

In general, neat salt will be used on all roads. The use of neat salt or of the salt/sand mixture may be varied at the discretion of the Roads Operations Manager depending upon road and weather conditions.

It shall be the responsibility of the Supervisors to ensure that all salt stores are allocated a loading shovel and that the stores are manned continuously during periods of extreme weather or when general Winter Service operations are being carried out.

During the spreading of salt, especially in built-up areas, care must be taken to keep salt clear of trees, hedges, shrubs, lawns etc.

6. Assistance from Third Parties

6.1 Local Authority Services

Other Local Authority Services may undertake the gritting/salting, and/or snow clearing of footways and/or roads in designated areas, by arrangement agreed prior to the onset of winter.

6.2 Education

Winter Service within the City's educational establishments are dealt with under separate arrangements within the Council

6.3 Parks, Cemetery accesses, Crematoria access, Sheltered Housing accesses, Unadopted Footways through Council Housing Areas and Other Council Property accesses

Winter Service within the above establishments are dealt with under separate arrangements within the Council.

7. Road Closures

7.1 Road Closures

The closure of a road under severe winter conditions can be authorised by the Police or Duty Supervisor. It is absolutely essential that there is consultation and co-operation between the two bodies in the issue of closure signage e.g. for a closure instigated by the Police during the night, the Duty Supervisor should be informed as soon as possible and where the closure initiative came from the Roads Staff the Police should be contacted immediately. Duty Officer will be informed by 08:00 of any road closures and openings. If a road is closed signing should be maintained until the road is reopened. Roads Operations Manager or a duty representative will be required to inform Roadworks Coordination and Communications of any road closures.

8 Road Treatment Logs

A “Road Treatment Log” will be kept by each gritter driver to show the times of treatment and the approximate tonnage of the material used. These sheets are to be completed daily by the gritter drivers and returned to the Supervisors each day.

ABERDEEN CITY COUNCIL

OPERATIONAL PLAN APPENDICES

APPENDIX A	EMERGENCY CONTACTS
APPENDIX B	DUTIES OF PERSONNEL
APPENDIX C	GRITTING ROUTES
APPENDIX D	STOCK & TREATMENT GUIDANCE.
APPENDIX E	FLOODING GUIDANCE

OPERATIONAL PLAN
APPENDIX A - EMERGENCY CONTACTS

Call Centre Number	03000 200292

OPERATIONAL PLAN

APPENDIX B - PERSONNEL
1 - DUTIES OF PERSONNEL

Duties of the Gritter Drivers

1. Duty Period: Monday – Sunday (including Public Holidays)

In addition, when on standby during period of duty, make themselves available for call-out by request, during emergency.

Maximum duty period will be 11 hours (10 hours driving unless a declared emergency and driver fit to drive).

2. Location: At Depot detailed by Duty Supervisor
3. Communication Radio

4. Responsible to the Duty Supervisor

5. Responsibilities

a) To carry out a First Use Vehicle Check.

b) Drive gritting vehicle along route as detailed on the route card or to verbal instructions of Duty Supervisor/Lead Response Operative, ensuring that carriageways are adequately gritted for the conditions prevailing.

c) Maintain communication with the Duty Supervisor/Lead Response Operative advising when treatment of a route/area is started and completed.

1) Provide an update of road and footway conditions when requested

2) Advise duty Supervisor/Lead Response Operative when required to deviate from programmed route.

d) During actual gritting and snow clearing operations, the amber flashing beacon must be used. Speeds in excess of 40mph (64kph) are prohibited.

e) In the event of a breakdown of his vehicle or any incident, which prevents him carrying out his allocated duty, he will advise the Duty Supervisor/Lead Response Operative by radio and await further instructions.

f) Complete daily winter maintenance treatment log and other such relevant documentation and pass to the Duty Supervisor/Lead Response Operative by the end of the next working day

g) To wash down gritter/spinner after use, clean and tidy the cab and top up fuel.

Duties of the Response Drivers

1. Duty period: 04:00 to 15:30 & 15:30 to 03:00

2. Location: Tullos Depot and work locations detailed by Supervisor

3. Communication Radio

4. Responsible to the Duty Supervisor

5. Responsibilities

a) Complete a First Use Vehicle Check before leaving the depot.

b) While he may be involved in routine maintenance work, he must be prepared to react immediately to a call-out request which will be initiated by a radio instruction from the Lead Response Operative/Duty Supervisor.

c) On receipt of a call-out he will proceed to location and deal with the condition, maintaining communication with the Lead Response Operative/Duty Supervisor advising him when the matter has been dealt with.

d) Drive gritting vehicle along route as detailed on satellite navigation system or to verbal instructions of Duty Supervisor, ensuring that carriageways are adequately gritted for the conditions prevailing.

e) Relay information back to the Lead Response Operative/Duty Supervisor on any action taken at the locations, the state of the roads and any action taken at any other locations.

f) Deal with all requests from the Lead Response Operative/Duty Supervisor until return to Depot when he will again resume his other allocated duties.

1) Provide an update of road and footway conditions when requested.

2) Advise Duty Supervisor/Lead Response Operative when required to deviate from programmed route.

g) In the event of a general call-out he will operate in the location advised by the Duty Supervisor/Lead Response Operative.

h) In the event of a breakdown of his vehicle or any incident, which prevents him, carrying out this allotted duty, he will advise the Lead Response Operative/Duty Supervisor by radio and await further instructions.

i) Complete daily winter maintenance treatment log and other such relevant documentation and pass to the Duty Supervisor/Lead Response Operative at the end of the shift.

j) To wash down gritter/spinner after use and clean and tidy the cab and top up of fluids also required.

Duties of the Duty Supervisor/Standby Supervisor

1. Duty Period: Duty Supervisor 04:45 – 15:45

   Standby Supervisor 15:45 – 04:45

2. Location: West Tullos Depot

3. Communication

   The Supervisor will be equipped with a mobile phone and a radio for communication.

4. Responsible to the Roads Operations Manager.

5. Responsibilities

   Overall responsibility for the day to day operations of the Winter Service function.

   a) On receipt of Winter Maintenance Advice Sheet, initiate appropriate action, utilising Lead Response Operative as necessary, including advising drivers on spread rates to be applied.

   b) Ensure that gritters, lorries, plant and ancillary equipment are maintained in operational condition and located at the appropriate Depots and that adequate supplies of salt and sand are available.

   c) Ensure that drivers and operators are conversant with operational details.

   d) In the event of severe conditions, which exhaust the capacity of his resources, advise the Road Operations Manager of the short fall in resources.

   e) To react to outside agency's requests and advise them, as necessary, when adverse conditions require their action and render support in plant and labour resources as necessary. Discuss with Roads Operations Manager or Duty Officer where this compromises treatment in the road network.

   f) In the event of the breakdown of a vehicle, report defect to the appropriate workshop.

   g) Complete a daily log of vehicles and plant breakdowns.

   h) To ensure all call-out requests are logged in Log Book indicating time received and time incident delt with.

   i) Ensure that drivers logs are maintained, and to ensure that the treatment and spread rates comply with his instruction on a daily or weekly basis.

j) To advise the Road Operations Manager or the Duty Officer each day not later than 07:00 on the road conditions prevailing and the action taken and to compile a morning stat report each day no later than 07:00 (08:00 on Sundays and public holidays).

k) If continuing action maintain and complete Continuing Action Form

l) During all operations the Supervisor must keep either the Lead Response Operative or the Duty Officer advised when action is taken on each route/area and also when action ceases. Total resources deployed on each route/area must also be communicated. It is vital that this information is accurate and given timeously in order that the Council's website reflects exactly the action being undertaken on the ground.

Duties of the Duty Officer

1. Duty Period: 1 week commencing with issue of midday forecast on Monday morning to completion of morning treatment the following Monday midday

2. Location: Duty Officer's Office or Residence as necessary.

3. Communication

   The Duty Officer will be equipped with a mobile phone and radio for communication.

4. Responsible to the Road Operations Manager.

5. Responsibilities

   Responsibility for interpreting the daily forecast to produce the daily Winter Maintenance Advice Sheet and ensuring that relevant parties are informed of the proposed action.

   a) On receipt of weather forecast, and telephone contact with Met Office if necessary, decide on appropriate winter treatment and spread rates for the coming afternoon, night shift and following morning. Check updated forecast at 18:00 and amend action plan as necessary with stand by Supervisor.

   b) Complete Winter Maintenance Advice Sheet and issue to Duty Supervisor. Duty Supervisor to be contacted by telephone/radio if not available in West Tullos Depot.

   c) Issue Winter Maintenance Advice Sheet to Lead Response Operative.
   d) As necessary issue Winter Maintenance Advice Sheet to appropriate parties.

   e) Update Weather Conditions on Council Website on a daily basis.

   f) Update Council Website at the start of each treatment and on completion of each treatment.

   g) Complete the Winter Maintenance Advice Sheet after the following morning's treatment, detailing any change from the proposed action and recording actual temperatures and conditions from the previous 24 hours.

   h) Advise Roads Operations Manager of salt tonnage used on a daily basis.

   i) Consult Roads Operations Manager concerning current salt stock levels and the impact this may have on limiting proposed winter action.

Duties of the Lead Response Operative

1. Duty period: 8:30 pm to 8.00am

2. Location: West Tullos Depot

3. Communication Telephone and radio

4. Responsible to Duty Supervisor/Stand-by Supervisor

5. Responsibilities

   a) To accept by telephone, all call-out requests from Police Scotland

   b) To log all calls in Log Book indicating time received, time incident dealt with and by which vehicle.

   c) To dispatch drivers, who are in attendance to the requested locations.

   d) In the event of demand significantly exceeding capability, telephone Stand-by/Duty Supervisor who will assume control and instruct as necessary.

   e) In the event of a report that a vehicle is out of commission,

      1) he will use alternative standby vehicle or driver if available

      2) if not available, advise Stand-by/Duty Supervisor who will assume responsibility.

   f) Ensure that he receives information and immediately updates the Council's website to reflect the current position on the ground

   g) Monitor weather forecast and graphs and recording actions taken

   h) From 06:30 compile morning status report by 07:00 and distribute to Roads Operations Manager, Duty Supervisor and Duty Officer.

Duties of the Road Operations Manager

1. Duty period: Flexible.

2. Location: Office/Residence.

3. Communication: Telephone and radio

4. Responsible to Roads Infrastructure Manager.

5. Responsibilities

a) Wholly responsible for ensuring that the Supervisors and Operatives are conversant with Winter Maintenance Operations and shall provide the Supervisors with the physical resources to enable them to carry out the objectives and meet the standard set.

b) Shall have the authority to utilise all the resources of his area, however, deployed on normal works, in the event of extreme conditions.

c) During working hours, responsible for ensuring the Supervisors are advised of weather forecasts.

d) Ensuring that stocks of sand and salt are maintained at a sufficient level during the operation period.

e) Responsible for checking that all Winter Service equipment is overhauled and on station by the end of September each year and reporting omissions, if any.

f) Responsible for preparing a duty rota for Supervisor and Operatives to ensure that adequate supervision for day to day operations is provided.

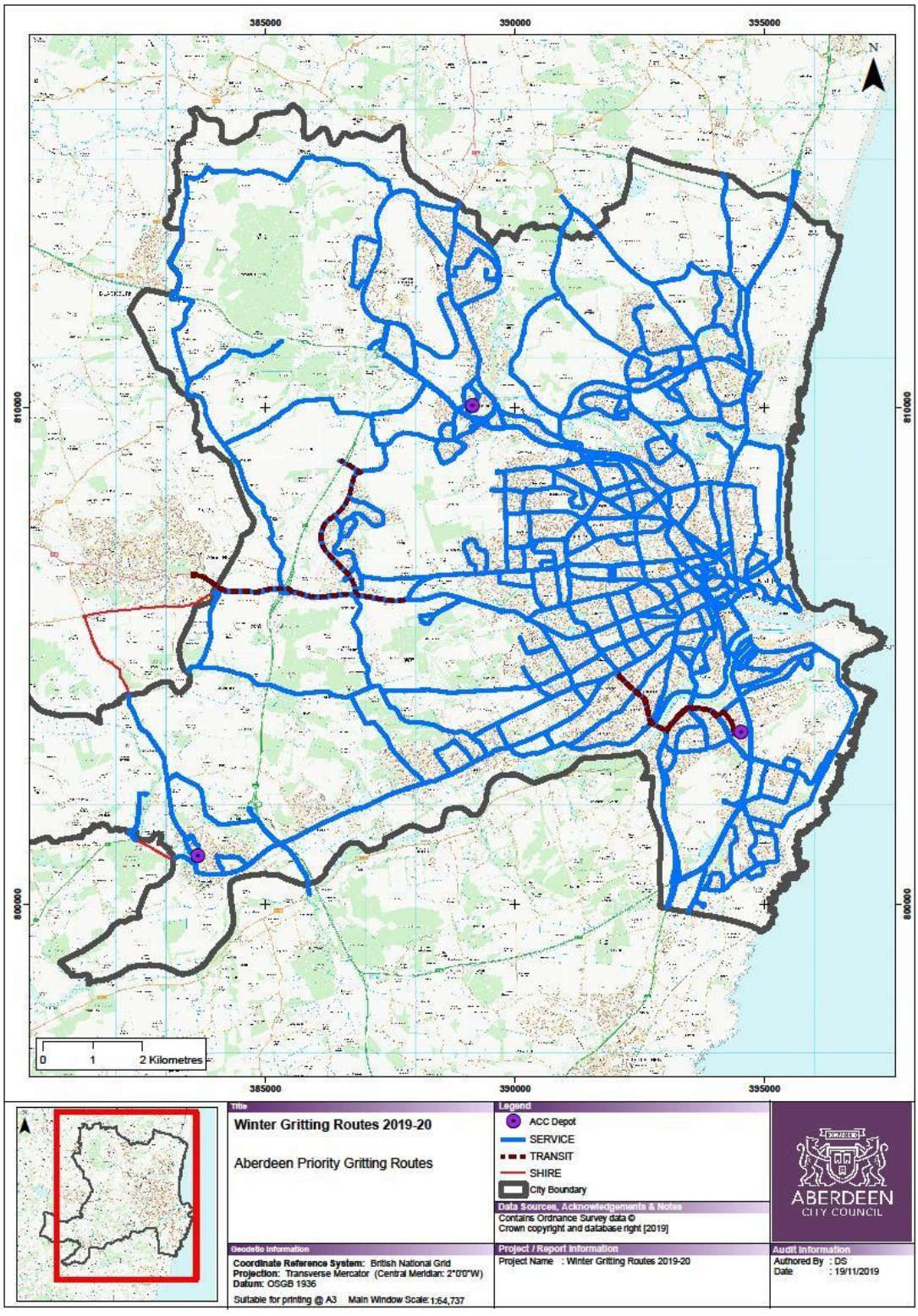
g) Ensure compliance with the Specification Document.

In Roads Operations Manager absence, this role will be taken over by the Team Leader – Operations.

OPERATIONAL PLAN
APPENDIX C - GRITTING ROUTES

Priority Routes

The following map shows the roads treated as either Priority1 Gold or Priority 1 Silver.

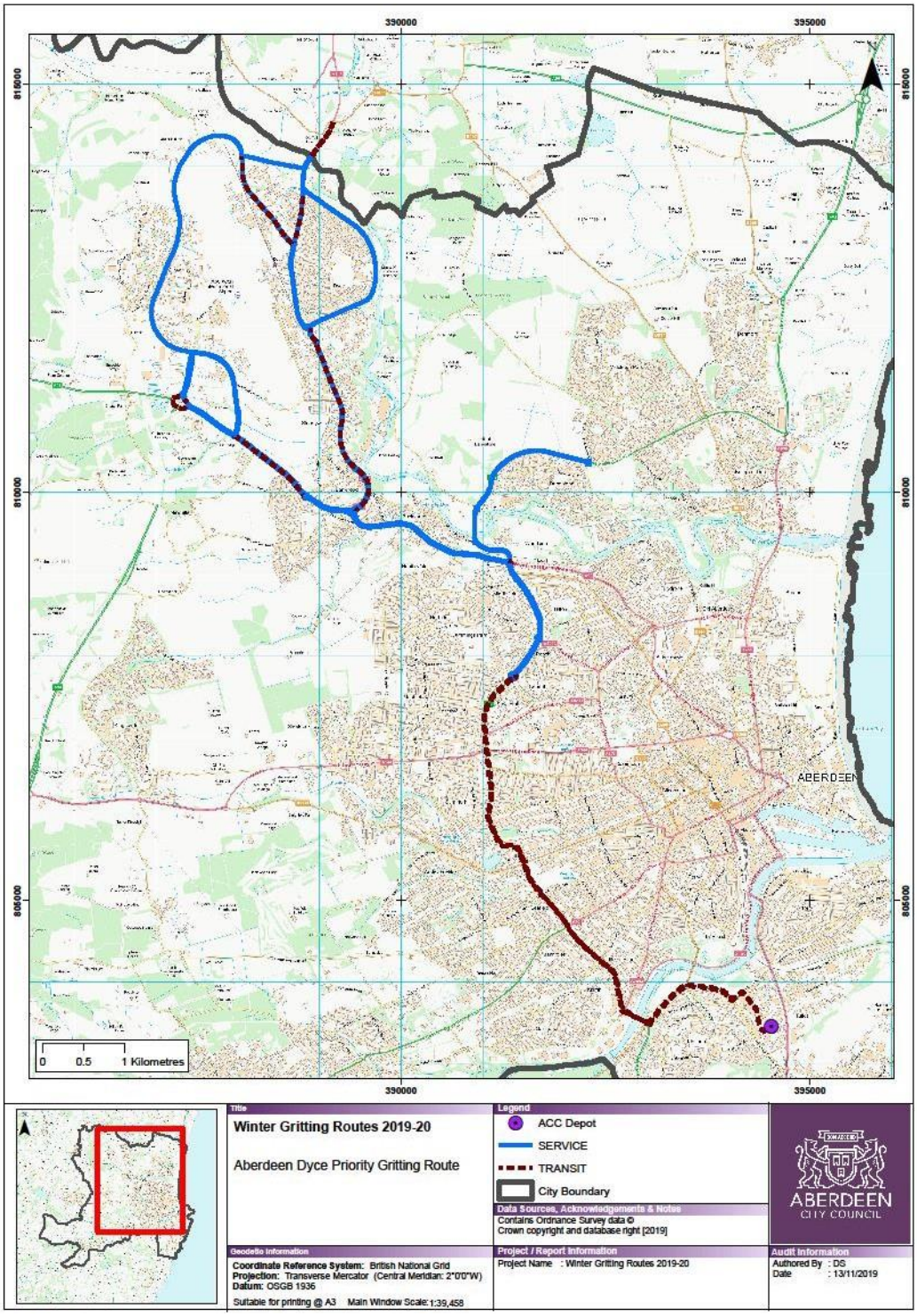


(a) Priority 1 Gold Routes

The following routes (Gold 1-4) are to be treated 24 hours 7 days during the winter.

Bold Text – Treat	*Italic - Run*	Traffic Calming

Gold route 1

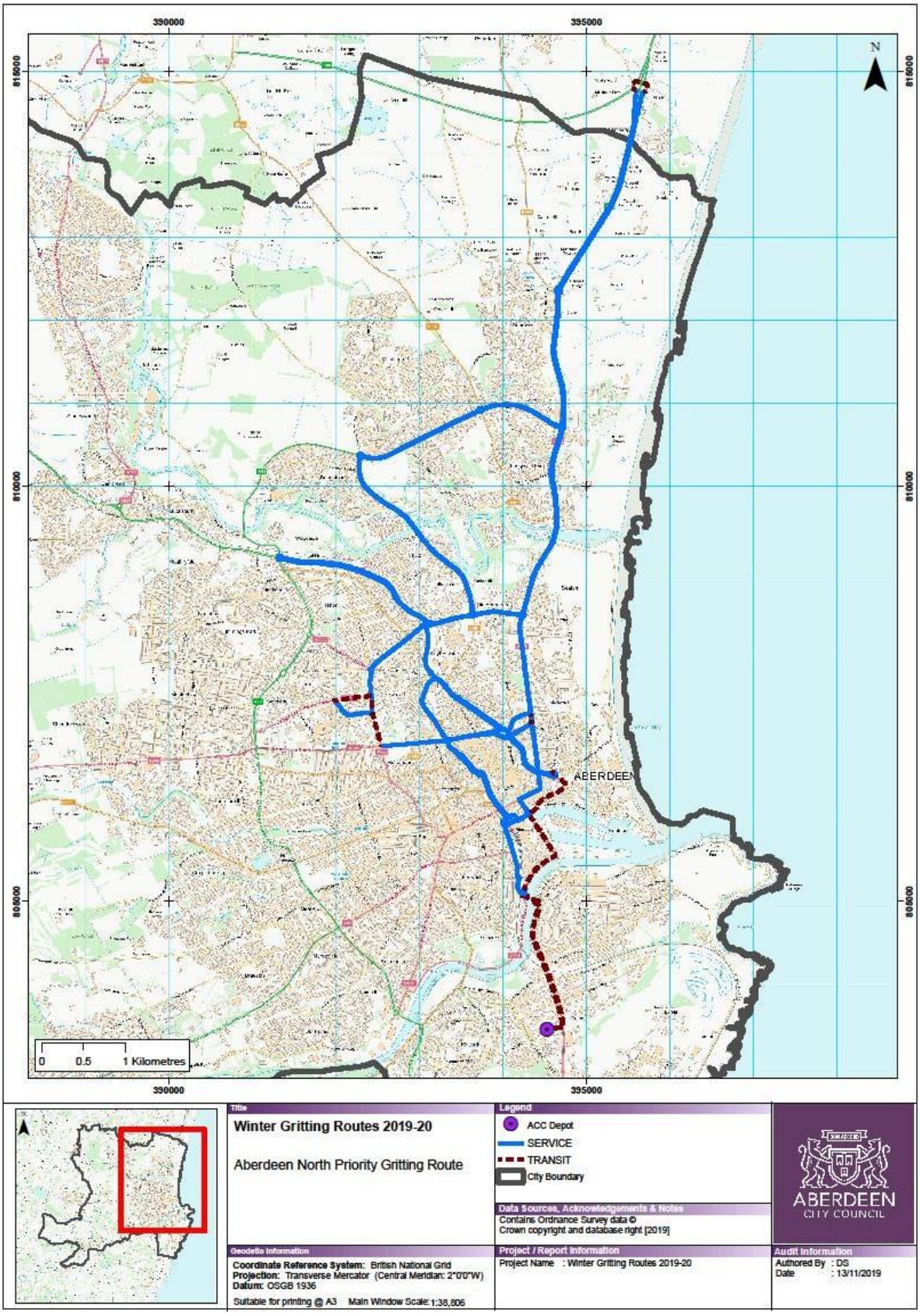


GOLD ROUTE 1		
STREET	**TO**	**DIRECTION**
WEST TULLOS ROAD DEPOT	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	*LEFT*
ABBOTSWELL ROAD	*ABBOTSWELL ROUNDABOUT*	*RIGHT - 2ND EXIT*
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KING GEORGE VI BRIDGE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*BRIDGE OF DEE ROUNDABOUT*	*RIGHT - 3RD EXIT*
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GARTHDEE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
GARTHDEE ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*ANDERSON DRIVE*	*FOLLOW ON TO*
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*KEPPLESTONE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KEPPLESTONE ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*KINGSGATE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KINGSGATE ROUNDABOUT	*NORTH ANDERSON DRIVE*	
NORTH ANDERSON DRIVE	*"MURDO'S ROUNDABOUT"*	*COMPLETE - 2ND EXIT*
"MURDO'S ROUNDABOUT"	**NORTH ANDERSON DRIVE**	**COMPLETE - 2ND EXIT**
NORTH ANDERSON DRIVE	**ROSEHILL ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
ROSEHILL ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**HAUDAGAIN ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
HAUDAGAIN ROUNDABOUT	**MUGIEMOSS ROAD**	
MUGIEMOSS ROAD	**MUGIEMOSS ROUNDABOUT**	**RIGHT - 2ND EXIT**
MUGIEMOSS ROUNDABOUT	**PARKWAY**	
PARKWAY	**"TESCO" ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
"TESCO" ROUNDABOUT	**PARKWAY**	
PARKWAY	**DANESTONE ROUNDABOUT**	**COMPLETE - 4TH EXIT**
DANESTONE ROUNDABOUT	**PARKWAY**	
PARKWAY	**"TESCO" ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
"TESCO" ROUNDABOUT	**PARKWAY**	
PARKWAY	**MUGIEMOSS ROUNDABOUT**	**LEFT - 1ST EXIT**

MUGIEMOSS ROUNDABOUT	**MUGIEMOSS ROAD**	
MUGIEMOSS ROAD	**HAUDAGAIN ROUNDABOUT**	**RIGHT - 3RD EXIT**
HAUDAGAIN ROUNDABOUT	**AUCHMILL ROAD**	
AUCHMILL ROAD	**INVERURIE ROAD**	**FOLLOW ON TO**
INVERURIE ROAD	**BUCKSBURN ROUNDABOUT**	**KEEP LEFT SLIP**
BUCKSBURN ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	**SCLATTIE ROUNDABOUT**	**ROUND - 4TH EXIT**
SCLATTIE ROUNDABOUT	**INVERURIE ROAD**	**ROUND - 4TH EXIT**
INVERURIE ROAD	**BUCKSBURN ROUNDABOUT**	**LEFT - 1ST EXIT**
BUCKSBURN ROUNDABOUT	**NEW STONEYWOOD ROAD**	
NEW STONEYWOOD ROAD	**STONEYWOOD ROAD**	**FOLLOW ON TO**
STONEYWOOD ROAD	**"BP" ROUNDABOUT**	**LEFT - 1ST EXIT**
"BP" ROUNDABOUT	**VICTORIA STREET**	
VICTORIA STREET	**"KWIKFIT" ROUNDABOUT**	**LEFT - 1ST EXIT**
"KWIKFIT" ROUNDABOUT	**OLD MELDRUM ROAD**	
OLD MELDRUM ROAD	**DYCE DRIVE**	**LEFT**
DYCE DRIVE	**PITMEDDEN ROAD**	**LEFT**
PITMEDDEN ROAD	**VICTORIA STREET**	**LEFT**
VICTORIA STREET	*"KWIKFIT" ROUNDABOUT*	*LEFT - 1ST EXIT*
"KWIKFIT" ROUNDABOUT	*OLD MELDRUM ROAD*	
OLD MELDRUM ROAD	**OLD MELDRUM ROAD**	**FOLLOW ON TO**
OLD MELDRUM ROAD	*OLD MELDRUM ROAD*	*TURN AT LIGHTS*
OLD MELDRUM ROAD	**"KWIKFIT" ROUNDABOUT**	**LEFT - 1ST EXIT**
"KWIKFIT" ROUNDABOUT	**RIVERVIEW DRIVE**	
RIVERVIEW DRIVE	**"BP" ROUNDABOUT**	**LEFT - 1ST EXIT**
"BP" ROUNDABOUT	**STONEYWOOD ROAD**	
STONEYWOOD ROAD	**NEW STONEYWOOD ROAD**	**FOLLOW ON TO**
NEW STONEYWOOD ROAD	**BUCKSBURN ROUNDABOUT**	**ROUND - 2ND EXIT**
BUCKSBURN ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	*SCLATTIE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
SCLATTIE ROUNDABOUT	**INVERURIE ROAD**	**STRAIGHT - 2ND EXIT**
INVERURIE ROAD	**AIRPORT ROUNDABOUT**	**ROUND - 4TH EXIT**
AIRPORT ROUNDABOUT	*INVERURIE ROAD*	*ROUND - 4TH EXIT*
INVERURIE ROAD	**DYCE DRIVE**	**LEFT**
DYCE DRIVE	**AGYLL ROAD**	**LEFT**
AGYLL ROAD	**AIRPORT ROUNDABOUT**	**ROUND - 4TH EXIT**
AIRPORT ROUNDABOUT	**AGYLL ROAD**	

AGYLL ROAD	**DYCE DRIVE**	**RIGHT**
DYCE DRIVE	**INVERURIE ROAD**	**LEFT**
INVERURIE ROAD	**SCLATTIE ROUNDABOUT**	**ROUND - 4TH EXIT**
SCLATTIE ROUNDABOUT	**INVERURIE ROAD**	
INVERURIE ROAD	*DYCE DRIVE*	*RIGHT*
DYCE DRIVE	**PITMEDDEN ROAD**	**FOLLOW ON TO**
PITMEDDEN ROAD	*VICTORIA STREET*	RIGHT
VICTORIA STREET	**"BP" ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
"BP" ROUNDABOUT	**STONEYWOOD ROAD**	
STONEYWOOD ROAD	*NEW STONEYWOOD ROAD*	*FOLLOW ON TO*
NEW STONEYWOOD ROAD	*BUCKSBURN ROUNDABOUT*	*LEFT - 1ST EXIT*
BUCKSBURN ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	**AUCHMILL ROAD**	**LEFT - 1ST EXIT**
AUCHMILL ROAD	**GREAT NORTHERN ROAD**	**FOLLOW ON TO**
GREAT NORTHERN ROAD	**HAUDAGAIN ROUNDABOUT**	**RIGHT - 3RD EXIT**
HAUDAGAIN ROUNDABOUT	*NORTH ANDERSON DRIVE*	*RIGHT - 3RD EXIT*
NORTH ANDERSON DRIVE	**ROSEHILL ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
ROSEHILL ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**"MURDO'S ROUNDABOUT"**	**STRAIGHT - 3RD EXIT**
"MURDO'S ROUNDABOUT"	*NORTH ANDERSON DRIVE*	*STRAIGHT - 3RD EXIT*
NORTH ANDERSON DRIVE	*KINGS CROSS ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KINGS CROSS ROUNDABOUT	*ANDERSON DRIVE*	*STRAIGHT - 2ND EXIT*
ANDERSON DRIVE	*KEPPLESTONE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KEPPLESTONE ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SOUTH ANDERSON DRIVE*	*FOLLOW ON TO*
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*GARTHDEE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
GARTHDEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GREAT SOUTHERN ROAD*	*LEFT - 1ST EXIT*
GREAT SOUTHERN ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KING GEORGE VI BRIDGE ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*ABBOTSWELL ROAD*	*LEFT - 1ST EXIT*
ABBOTSWELL ROAD	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*WEST TULLOS ROADS DEPOT*	*LEFT*

Gold route 2


390000
395000
815000
810000
805000
N
ABERDEEN
0
0.5
1 Kilometres
Title
Winter Gritting Routes 2019-20
Aberdeen North Priority Gritting Route
Legend
ACC Depot
SERVICE
TRANSIT
City Boundary
Data Sources, Acknowledgements & Notes
Contains Ordnance Survey data ©
Crown copyright and database right [2019]
ABERDEEN
CITY COUNCIL
Geodetic Information
Coordinate Reference System: British National Grid
Projection: Transverse Mercator (Central Meridian: 2°0'0"W)
Datum: OSGB 1936
Suitable for printing @ A3 Main Window Scale: 1:38,606
Project / Report Information
Project Name : Winter Gritting Routes 2019-20
Audit Information
Authored By : DS
Date : 13/11/2019

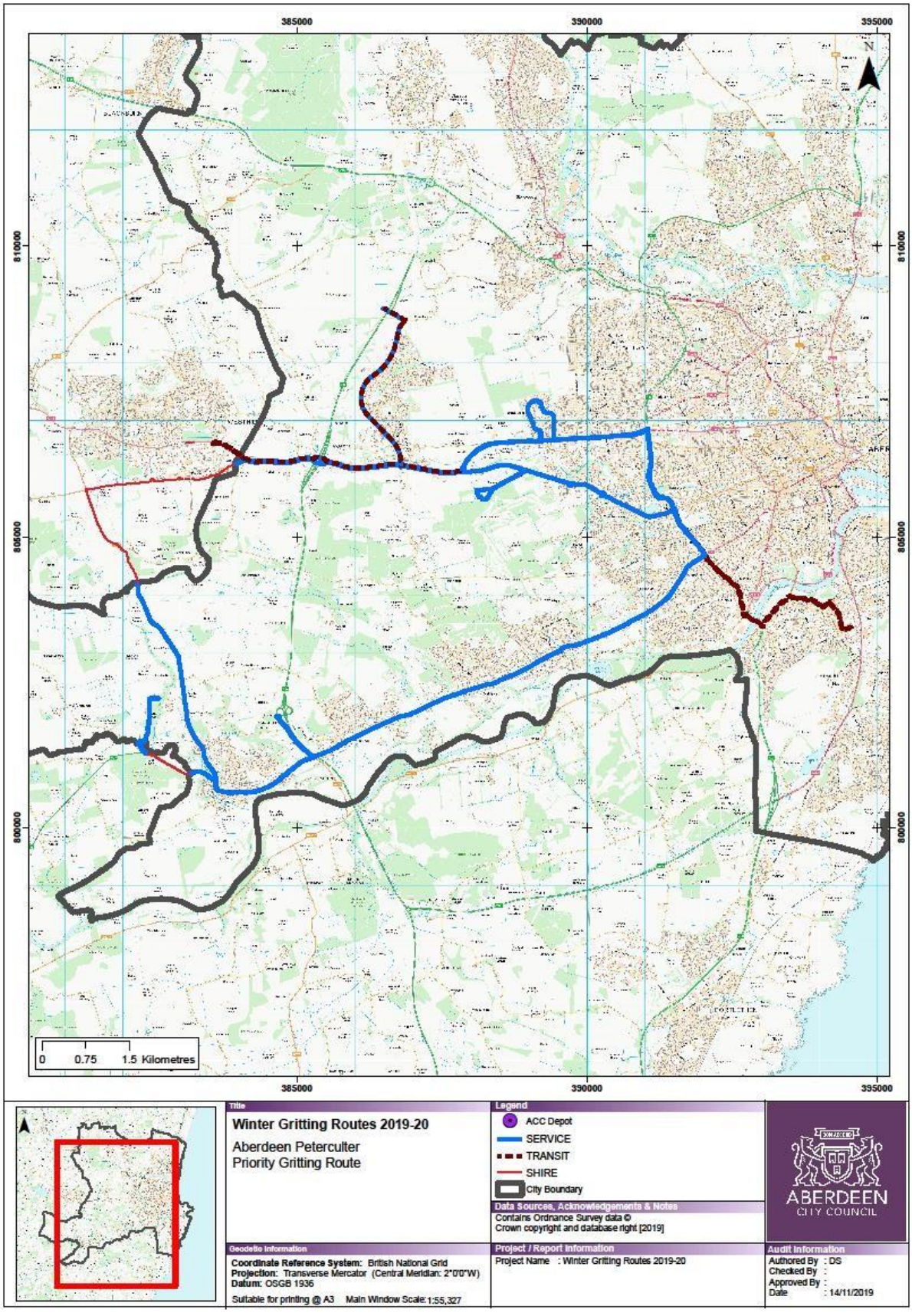
GOLD ROUTE 2		
STREET	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	*LEFT*
CRAIGSHAW DRIVE	*WELLINGTON ROAD*	*LEFT*
WELLINGTON ROAD	*QUEEN ELIZABETH BRIDGE*	*LEFT - 1ST EXIT*
QUEEN ELIZABETH BRIDGE	*NORTH ESPLANADE WEST*	*RIGHT - 3RD EXIT*
NORTH ESPLANADE WEST	*MARKET STREET*	*LEFT*
MARKET STREET	*MARKET STREET*	*FOLLOW ON TO*
MARKET STREET	**UNION STREET**	**RIGHT**
UNION STREET	**CASTLE STREET**	**FOLLOW ON TO**
CASTLE STREET	**KING STREET**	**LEFT**
KING STREET	**ELLON ROAD**	**FOLLOW ON TO**
ELLON ROAD	**ELLON ROAD**	**CITY LIMIT**
ELLON ROAD	**ELLON ROAD**	**LEFT - OFF SLIP ROAD**
ELLON ROAD	*ELLON ROAD*	*ROUND - 5TH EXIT*
ELLON ROAD	**ELLON ROAD**	**ON SLIP ROAD**
ELLON ROAD	**MURCAR ROUNDBOUT**	**STRAIGHT ON - 2ND EXIT**
MURCAR ROUNDABOUT	**ELLON ROAD**	
ELLON ROAD	**AECC ROUNDABOUT**	**RIGHT - 3RD EXIT**
AECC ROUNDABOUT	**PARKWAY**	
PARKWAY	**SCOTSTOWN ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
SCOTSTOWN ROUNDABOUT	**PARKWAY**	
PARKWAY	**DANESTONE ROUNDABOUT**	**ROUND - 4TH EXIT**
STREET	**TO**	**DIRECTION**
DANESTONE ROUNDABOUT	**PARKWAY**	**ROUND - 4TH EXIT**
PARKWAY	**SCOTSTOWN ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
SCOTSTOWN ROUNDABOUT	**PARKWAY**	**STRAIGHT ON - 2ND EXIT**
PARKWAY	**AECC ROUNDABOUT**	**RIGHT - 3RD EXIT**
AECC ROUNDABOUT	**KING STREET**	
KING STREET	**EAST NORTH STREET**	**LEFT**
EAST NORTH STREET	*BEACH BOULEVARD ROUNDABOUT*	*STRAIGHT ON - 3RD EXIT*
BEACH BOULEVARD ROUNDABOUT	*COMMERCE STREET*	
COMMERCE STREET	*VIRGINIA STREET*	*RIGHT*
VIRGINIA STREET	*GUILD STREET*	*FOLLOW ON TO*
GUILD STREET	**BRIDGE STREET**	**RIGHT**

BRIDGE STREET	**WAPPING STREET**	**RIGHT**
WAPPING STREET	**DENBURN ROAD**	**LEFT**
DENBURN ROAD	**WOOLMANHILL ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
WOOLMANHILL ROUNDABOUT	**GILCOMSTON STEPS**	
GILCOMSTON STEPS	**SKENE SQUARE**	**FOLLOW ON TO**
SKENE SQUARE	**ROSEMOUNT ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
ROSEMOUNT ROUNDABOUT	**SKENE SQUARE**	
SKENE SQUARE	**CAROLINE PLACE**	**FOLLOW ON TO**
CAROLINE PLACE	**BERRYDEN ROAD**	**STRAIGHT ON**
BERRYDEN ROAD	**BERRYDEN ROOUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
BERRYDEN ROOUNDABOUT	**BERRYDEN ROAD**	
BERRYDEN ROAD	**BELMONT ROAD**	**FOLLOW ON TO**
BELMONT ROAD	**POWIS TERRACE**	**RIGHT**
POWIS TERRACE	**POWIS PLACE**	**KEEP LEFT**
POWIS PLACE	**CAUSEWAYEND**	**FOLLOW ON TO**
CAUSEWAYEND	**MOUNTHOOLY ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
MOUNTHOOLY ROUNDABOUT	**NELSON STREET**	**STRAIGHT ON - 2ND EXIT THEN 1ST LEFT**
NELSON STREET	**KING STREET**	**LEFT**
KING STREET	*MOUNTHOOLY WAY*	*LEFT*
MOUNTHOOLY WAY	**MOUNTHOOLY ROUNDABOUT**	**FOLLOW ON TO**
MOUNTHOOLY ROUNDABOUT	**WEST NORTH STREET**	**LEFT - 1ST EXIT**
WEST NORTH STREET	**EAST NORTH STRREET**	**STRAIGHT ON**
EAST NORTH STRREET	**JUSTICE PORT ROUNDABOUT**	**ROUND - 5TH EXIT**
JUSTICE PORT ROUNDABOUT	**EAST NORTH STRREET**	
EAST NORTH STRREET	**WEST NORTH STREET**	**STRAIGHT ON**
WEST NORTH STREET	**MOUNTHOOLY ROUNDABOUT**	**STRAIGHT ON - 3RD EXIT**
MOUNTHOOLY ROUNDABOUT	**CAUSEWAYEND**	**STRAIGHT ON - 3RD EXIT**
CAUSEWAYEND	**POWIS PLACE**	**FOLLOW ON TO**
POWIS PLACE	**POWIS TERRACE**	**STRAIGHT ON**
POWIS TERRACE	**GREAT NORTHERN ROAD**	**FOLLOW ON TO**
GREAT NORTHERN ROAD	**ST MACHAR ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
ST MACHAR ROUNDABOUT	**GREAT NORTHERN ROAD**	
GREAT NORTHERN ROAD	**HAUDAGAIN ROUNDABOUT**	**ROUND - 4TH EXIT**
HAUDAGAIN ROUNDABOUT	**GREAT NORTHERN ROAD**	
GREAT NORTHERN ROAD	**ST MACHAR ROUNDABOUT**	**LEFT - 2ND EXIT**
ST MACHAR ROUNDABOUT	**ST MACHAR DRIVE**	

ST MACHAR DRIVE	**TILLYDRONE AVENUE**	**LEFT**
TILLYDRONE AVENUE	**GORDON MILLS ROAD**	**FOLLOW ON TO**
GORDON MILLS ROAD	**GORDON BRAE**	**FOLLOW ON TO**
GORDON BRAE	**DANESTONE ROUNDABOUT**	**FOLLOW ON TO**
DANESTONE ROUNDABOUT	**GORDON BRAE**	**ROUND - 4TH EXIT**
GORDON BRAE	*GORDON MILLS ROAD*	*FOLLOW ON TO*
GORDON MILLS ROAD	**TILLYDRONE AVENUE**	**FOLLOW ON TO**
TILLYDRONE AVENUE	**ST MACHAR DRIVE**	**LEFT**
ST MACHAR DRIVE	**SEATON ROUNDABOUT**	**ROUND - 4TH EXIT**
SEATON ROUNDABOUT	ST MACHAR DRIVE	
ST MACHAR DRIVE	**ST MACHAR ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
ST MACHAR ROUNDABOUT	**LESLIE ROAD**	**STRAIGHT ON - 2ND EXIT**
LESLIE ROAD	**HILTON STREET**	**STRAIGHT ON**
HILTON STREET	**SIX ROADS ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
SIX ROADS ROUNDABOUT	**WESTBURN DRIVE**	
WESTBURN DRIVE	**CORNHILL ROAD**	**RIGHT**
CORNHILL ROAD	**ASHGROVE ROAD WEST**	**RIGHT**
ASHGROVE ROAD WEST	*WESTBURN DRIVE*	*RIGHT*
WESTBURN DRIVE	*WESTBURN ROAD*	*LEFT*
WESTBURN ROAD	**HUTCHEON STREET**	**STRAIGHT ON**
HUTCHEON STREET	**MOUNTHOOLY ROUNDABOUT**	**ROUND - 5TH EXIT**
MOUNTHOOLY ROUNDABOUT	**HUTCHEON STREET**	
HUTCHEON STREET	**CAROLINE PLACE**	**LEFT**
CAROLINE PLACE	**SKENE SQUARE**	**FOLLOW ON TO**
SKENE SQUARE	**ROSEMOUNT ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
ROSEMOUNT ROUNDABOUT	**SKENE SQUARE**	
SKENE SQUARE	**GILCOMSTON STEPS**	**FOLLOW ON TO**
GILCOMSTON STEPS	**WOOLMANHILL ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
WOOLMANHILL ROUNDABOUT	**DENBURN ROAD**	**STRAIGHT ON - 2ND EXIT**

DENBURN ROAD	**WAPPING STREET**	**LEFT**
STREET	**TO**	**DIRECTION**
WAPPING STREET	**CARMELITE STREET**	**RIGHT**
CARMELITE STREET	**GUILD STREET**	**RIGHT**
GUILD STREET	**COLLEGE STREET**	**LEFT**
COLLEGE STREET	**SOUTH COLLEGE STREET**	**STRAIGHT ON TO**
SOUTH COLLEGE STREET	**QUEEN ELIZABETH BRIDGE ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
QUEEN ELIZABETH BRIDGE ROUNDABOUT	**QUEEN ELIZABETH BRIDGE**	
QUEEN ELIZABETH BRIDGE	*CRAIGINCHES ROUNDABOUT*	*STRAIGHT - 3RD EXIT*
CRAIGINCHES ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*WELLINGTON ROAD*	*RIGHT - DEPOT*

Gold route 3


385000
390000
395000
810000
805000
800000
N
0 0.75 1.5 Kilometres
Title
Winter Gritting Routes 2019-20
Aberdeen Peterculter
Priority Gritting Route
Legend
ACC Depot
SERVICE
TRANSIT
SHIRE
City Boundary
Data Sources, Acknowledgements & Notes
Contains Ordnance Survey data ©
Crown copyright and database right [2019]
ABERDEEN
CITY COUNCIL
Geodetic Information
Coordinate Reference System: British National Grid
Projection: Transverse Mercator (Central Meridian: 2°0'0"W)
Datum: OSGB 1936
Suitable for printing @ A3 Main Window Scale: 1:55,327
Project / Report Information
Project Name : Winter Gritting Routes 2019-20
Audit Information
Authored By : DS
Checked By :
Approved By :
Date : 14/11/2019

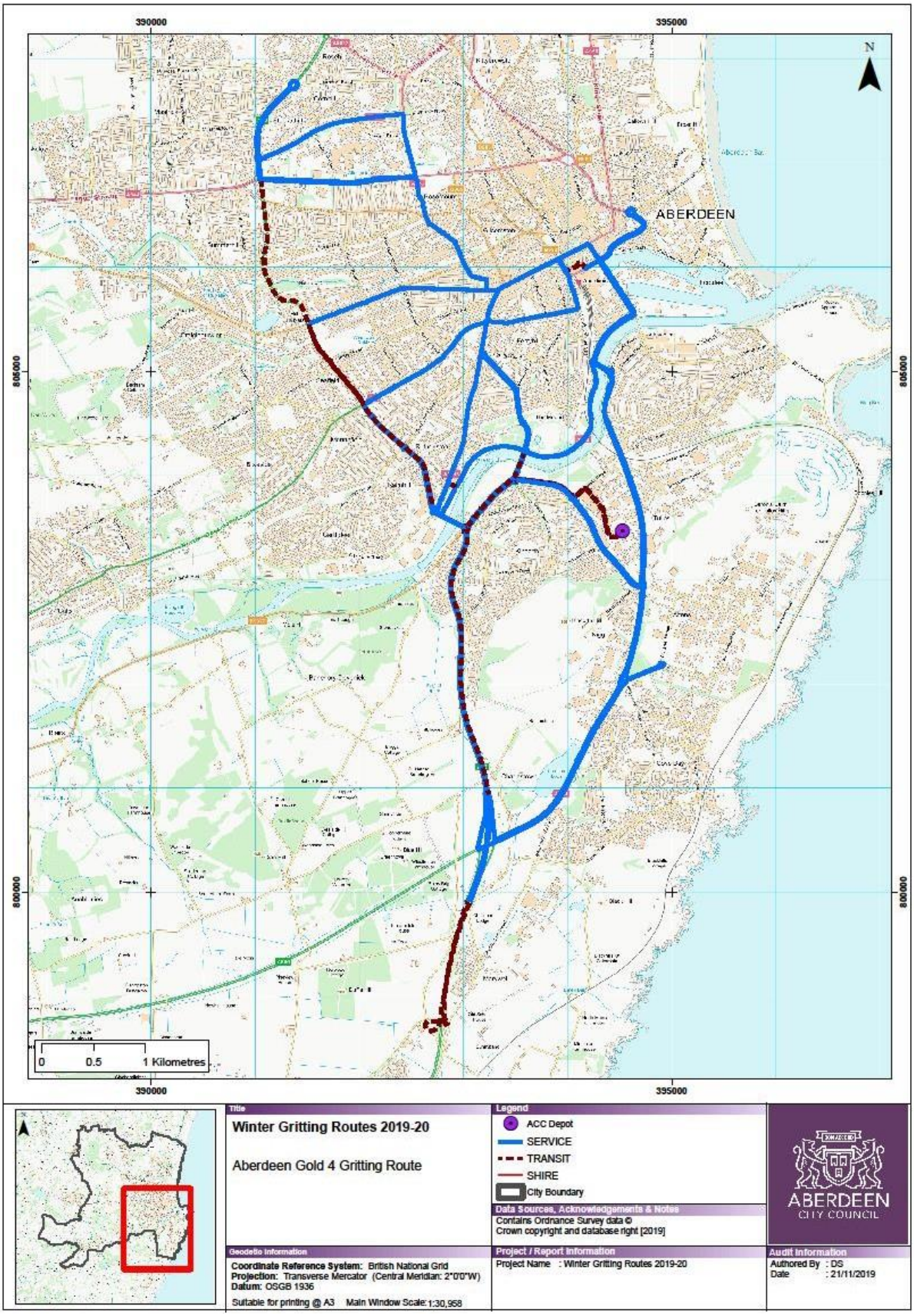
GOLD ROUTE 3		
STREET	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	*LEFT*
ABBOTSWELL ROAD	*ABBOTSWELL ROUNDABOUT*	*RIGHT - 2ND EXIT*
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KING GEORGE VI BRIDGE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*BRIDGE OF DEE ROUNDABOUT*	*RIGHT - 3RD EXIT*
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GARTHDEE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
GARTHDEE ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*ANDERSON DRIVE*	*FOLLOW ON TO*
ANDERSON DRIVE	**SEAFIELD ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
SEAFIELD ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	**KEPPLESTONE ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
KEPPLESTONE ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	**KINGSGATE**	**STRAIGHT - 2ND EXIT**
KINGSGATE	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**LANG STRACHT**	**LEFT**
LANG STRACHT	**MIDDENCRAIG ROUNDABOUT**	**ROUND - 3RD EXIT**
MIDDENCRAIG ROUNDABOUT	**LANG STRACHT**	
LANG STRACHT	**SKYE ROAD**	**LEFT**
SKYE ROAD	**ARRAN AVENUE**	**LEFT**
ARRAN AVENUE	**LEWIS ROAD**	**FOLLOW ON TO**
LEWIS ROAD	**LANG STRACHT**	**LEFT**
LANG STRACHT	**NORTH ANDERSON DRIVE**	**RIGHT**
NORTH ANDERSON DRIVE	**KINGS CROSS ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
KINGS CROSS ROUNDABOUT	**ANDERSON DRIVE**	

ANDERSON DRIVE	**KEPPLESTONE ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
KEPPLESTONE ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	**SEAFIELD ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
SEAFIELD ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	**GREAT WESTERN ROAD**	**RIGHT**
GREAT WESTERN ROAD	**ST JOHNS TERRACE**	**FOLLOW ON TO**
ST JOHNS TERRACE	**NORTH DEESIDE ROAD**	**FOLLOW ON TO**
NORTH DEESIDE ROAD	**NORTH DEESIDE ROAD**	**TO CITY LIMIT**
NORTH DEESIDE ROAD	*ANGUSTON ROAD*	*TURN RIGHT*
ANGUSTON ROAD	**LINN MOOR ROAD**	**TURN RIGHT**
LINN MOOR ROAD	**LINN MOOR ROAD**	**FOLLOW LEFT**
LINN MOOR ROAD	**LINN MOOR SCHOOL**	**TURN AROUND**
LINN MOOR SCHOOL	**LINN MOOR ROAD**	**TURN LEFT**
LINN MOOR ROAD	**LINN MOOR ROAD**	**FOLLOW RIGHT**
LINN MOOR ROAD	**ANGUSTON ROAD**	**TURN LEFT**
ANGUSTON ROAD	*NORTH DEESIDE ROAD*	*TURN LEFT*
NORTH DEESIDE ROAD	**NORTH DEESIDE ROAD**	**TO CITY LIMIT**
NORTH DEESIDE ROAD	**AWPR**	**LEFT**
AWPR	**AWPR**	**ROUND - 3RD EXIT**
AWPR	**NORTH DEESIDE ROAD**	**RIGHT**
NORTH DEESIDE ROAD	*MALCOLM ROAD*	*RIGHT*
MALCOLM ROAD	**PETERCULTER - KIRKTON OF SKENE ROAD**	**FOLLOW ON TO**
PETERCULTER - KIRKTON OF SKENE ROAD	**B979**	**TO CITY LIMIT**
B979	*CARNIE ROUNDABOUT*	*ROUND - 3RD EXIT*
CARNIE ROUNDABOUT	*B9119*	
B9119	*"TOTAL" ROUNDABOUT*	*STRAIGHT - 3RD EXIT*
"TOTAL" ROUNDABOUT	*B9119*	
B9119	*B9119 ROUNDABOUT 'TAQA'*	*STRAIGHT - 2ND EXIT*
B9119 ROUNDABOUT 'TAQA'	*B9119*	
B9119	*B9119 ROUNDABOUT AT PROSPECT ROAD*	*STRAIGHT - 2ND EXIT*
B9119 ROUNDABOUT AT PROSPECT ROAD	*B9119 TO CITY BOUNDARY*	
B9119 TO CITY BOUNDARY	*TARLAND ROAD*	*TO CITY LIMIT*
TARLAND ROAD	**SKENE ROAD TO CITY BOUNDARY**	**LEFT**
SKENE ROAD TO CITY BOUNDARY	**A944**	**FOLLOW ON TO**

A944	*A944 ROUNDABOUT AT WESTHILL DRIVE*	*ROUND - 4TH EXIT*
A944 ROUNDABOUT AT WESTHILL DRIVE	*A944 TO CITY BOUNDARY*	
A944 TO CITY BOUNDARY	*SKENE ROAD*	*FOLLOW ON TO*
SKENE ROAD	**AWPR ROUNDABOUT**	**STRAIGHT - 3RD EXIT**
AWPR ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**KINGSWELLS ROUNDABOUT**	**LEFT - 1ST EXIT**
KINGSWELLS ROUNDABOUT	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	**AWPR ROUNDABOUT**	**LEFT - 1ST EXIT**
AWPR ROUNDABOUT	**AWPR ACCESS ROAD**	
AWPR ACCESS ROAD	**AWPR ACCESS ROAD**	**TURN**
AWPR ACCESS ROAD	*AWPR ROUNDABOUT*	*RIGHT - 2ND EXIT*
AWPR ROUNDABOUT	*CHAPEL OF STONEYWOOD - FAIRLEY ROAD*	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*KINGSWELLS ROUNDABOUT*	*LEFT - 1ST EXIT*
KINGSWELLS ROUNDABOUT	**SKENE ROAD**	**LEFT - 1ST EXIT**
SKENE ROAD	**MIDDENCRAIG ROUNDABOUT**	**ROUND - 3RD EXIT**
MIDDENCRAIG ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**KINGSWELLS ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
KINGSWELLS ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**AWPR ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
AWPR ROUNDABOUT	**SKENE ROAD**	
SKENE ROAD	**SKENE ROAD TO CITY BOUNDARY**	**FOLLOW ON TO**
SKENE ROAD TO CITY BOUNDARY	*A944*	*FOLLOW ON TO*
A944	*A944 ROUNDABOUT AT WESTHILL DRIVE*	*ROUND - 4TH EXIT*
A944 ROUNDABOUT AT WESTHILL DRIVE	*A944 TO CITY BOUNDARY*	
A944 TO CITY BOUNDARY	*SKENE ROAD*	*FOLLOW ON TO*
SKENE ROAD	*AWPR ROUNDABOUT*	*STRAIGHT - 3RD EXIT*
AWPR ROUNDABOUT	*SKENE ROAD*	
SKENE ROAD	*KINGSWELL ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KINGSWELL ROUNDABOUT	*SKENE ROAD*	
SKENE ROAD	*MIDDENCRAIG ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
MIDDENCRAIG ROUNDABOUT	*SKENE ROAD*	
SKENE ROAD	**CREMATORIUM LOOP**	**RIGHT**

CREMATORIUM LOOP	**SKENE ROAD**	**RIGHT**
SKENE ROAD	**QUEENS ROAD**	**FOLLOW ON TO**
QUEENS ROAD	**PROVOST GRAHAM AVENUE BUS LOOP**	**RIGHT**
PROVOST GRAHAM AVENUE BUS LOOP	**QUEENS ROAD**	**RIGHT**
QUEENS ROAD	**HAZLEHEAD ROUNDABOUT**	**COMPLETE - 2ND EXIT**
HAZLEHEAD ROUNDABOUT	**QUEENS ROAD**	
QUEENS ROAD	**KEPPLESTONE ROUNDABOUT**	**RIGHT - 3RD EXIT**
KEPPLESTONE ROUNDABOUT	*ANDERSON DRIVE*	*RIGHT - 3RD EXIT*
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SOUTH ANDERSON DRIVE*	*FOLLOW ON TO*
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*GARTHDEE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
GARTHDEE ROUNDABOUT	*STONEHAVEN ROAD*	*STRAIGHT - 2ND EXIT*
STONEHAVEN ROAD	*GREAT SOUTHERN ROAD*	*LEFT - 1ST EXIT*
GREAT SOUTHERN ROAD	*KING GEORVE VI BRIDGE ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
KING GEORVE VI BRIDGE ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*ABBOTSWELL ROAD*	*LEFT - 1ST EXIT*
ABBOTSWELL ROAD	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	*LEFT*

Gold route 4


390000
395000
N
ABERDEEN
805000
800000
0
0.5
1 Kilometres
Title
Winter Gritting Routes 2019-20
Aberdeen Gold 4 Gritting Route
Legend
ACC Depot
SERVICE
TRANSIT
SHIRE
City Boundary
Data Sources, Acknowledgements & Notes
Contains Ordnance Survey data ©
Crown copyright and database right [2019]
ABERDEEN
CITY COUNCIL
Geodetic Information
Coordinate Reference System: British National Grid
Projection: Transverse Mercator (Central Meridian: 2°00'W)
Datum: OSGB 1936
Suitable for printing @ A3 Main Window Scale: 1:30,958
Project / Report Information
Project Name : Winter Gritting Routes 2019-20
Audit Information
Authored By : DS
Date : 21/11/2019

GOLD ROUTE 4		
STREET	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	*LEFT*
ABBOTSWELL ROAD	*ABBOTSWELL ROUNDABOUT*	*LEFT - 1ST EXIT*
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	**NIGG ROUNDABOUT**	**LEFT - 1ST EXIT**
NIGG ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**CRAIGINCHES ROUNDABOUT**	**LEFT - 1ST EXIT**
CRAIGINCHES ROUNDABOUT	**QUEEN ELIZABETH BRIDGE**	
QUEEN ELIZABETH BRIDGE	**QUEEN ELIZABETH BRIDGE ROUNDABOUT**	**RIGHT - 3RD EXIT**
QUEEN ELIZABETH BRIDGE ROUNDABOUT	**NORTH ESPLANADE WEST**	
NORTH ESPLANADE WEST	**MARKET STREET**	**LEFT**
MARKET STREET	**UNION STREET**	**LEFT**
UNION STREET	**BRIDGE STREET**	**LEFT**
BRIDGE STREET	**WAPPING STREET**	**LEFT**
WAPPING STREET	*CARMELITE STREET*	*RIGHT*
CARMELITE STREET	*GUILD STREET*	*LEFT*
GUILD STREET	**TRINITY QUAY**	**STRAIGHT ON**
TRINITY QUAY	**VIRGINIA STREET**	**STRAIGHT ON**
VIRGINIA STREET	**COMMERCE STREET**	**LEFT**
COMMERCE STREET	**BEACH BOULEVARD ROUNDABOUT**	**COMPLETE - 5TH EXIT**
BEACH BOULEVARD ROUNDABOUT	**COMMERCE STREET**	
COMMERCE STREET	**VIRGINIA STREET**	**RIGHT**
VIRGINIA STREET	**TRINITY QUAY**	**FOLLOW ON TO**
TRINITY QUAY	**MARKET STREET**	**LEFT**
MARKET STREET	**NORTH ESPLANADE WEST**	**RIGHT**
NORTH ESPLANADE WEST	**QUEEN ELIZABETH BRIDGE**	**LEFT - 1ST EXIT**
QUEEN ELIZABETH BRIDGE	**WELLINGTON ROAD**	**ROUND - 3RD EXIT**
WELLINGTON ROAD	**NIGG ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
NIGG ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**ALTENS ROUNDABOUT**	**LEFT - 1ST EXIT**
ALTENS ROUNDABOUT	**SOUTER HEAD ROAD**	
SOUTER HEAD ROAD	**ALTENS ROUNDABOUT**	**COMPLETE AND RETURN TO**
ALTENS ROUNDABOUT	**WELLINGTON ROAD**	**LEFT - 2ND EXIT**

WELLINGTON ROAD	**STONEHAVEN ROAD - A92 NORTH**	**RIGHT**
STONEHAVEN ROAD - A92 NORTH	**BRIDGE OF DEE ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
BRIDGE OF DEE ROUNDABOUT	**STONEHAVEN ROAD**	
STONEHAVEN ROAD	**GARTHDEE ROUNDABOUT**	**COMPLETE - 4TH EXIT**
GARTHDEE ROUNDABOUT	**STONEHAVEN ROAD**	
STONEHAVEN ROAD	**BRIDGE OF DEE ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
BRIDGE OF DEE ROUNDABOUT	**STONEHAVEN ROAD - A92 SOUTH**	
STONEHAVEN ROAD - A92 SOUTH	**STONEHAVEN ROAD - A92 SOUTH**	**UNDER OVERPASS**
STONEHAVEN ROAD - A92 SOUTH	*STONEHAVEN ROAD - MARYWELL JUNCTION*	*TAKE SLIP ROAD AND RETURN ON NORTH CARRIAGEWAY*
STONEHAVEN ROAD - A92 NORTH	*BRIDGE OF DEE ROUNDABOUT*	*RIGHT LANE*
STONEHAVEN ROAD - A92 NORTH	**BRIDGE OF DEE ROUNDABOUT**	**ROUND - 4TH EXIT**
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD - A92 SOUTH*	*ROUND - 4TH EXIT*
STONEHAVEN ROAD - A92 SOUTH	*STONEHAVEN ROAD - A92 SOUTH - OFF SLIP ROAD*	*LEAVE AT A92 SLIP ROAD*
STONEHAVEN ROAD - A92 SOUTH - OFF SLIP ROAD	**WELLINGTON ROAD**	**LEFT**
WELLINGTON ROAD	**ALTENS ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
ALTENS ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**NIGG ROUNDABOUT**	**LEFT - 1ST EXIT**
NIGG ROUNDABOUT	**WEST TULLOS ROAD**	
WEST TULLOS ROAD	**ABBOTSWELL ROUNDABOUT**	**STRAIGHT ON - 1ST EXIT**
ABBOTSWELL ROUNDABOUT	**WEST TULLOS ROAD**	
WEST TULLOS ROAD	**KING GEORGE VI ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
KING GEORGE VI ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**BRIDGE OF DEE ROUNDABOUT**	**ROUND - 4TH EXIT**
BRIDGE OF DEE ROUNDABOUT	*GREAT SOUTHERN ROAD*	*ROUND - 4TH EXIT*
GREAT SOUTHERN ROAD	**KING GEORGE VI BRIDGE ROUNDABOUT**	**LEFT - 1ST EXIT**
KING GEORGE VI BRIDGE ROUNDABOUT	**KING GEORGE VI BRIDGE**	
KING GEORGE VI BRIDGE	**DUTHIE PARK ROUNDABOUT**	**COMPLETE - 4TH EXIT**
DUTHIE PARK ROUNDABOUT	**KING GEORGE VI BRIDGE**	
KING GEORGE VI BRIDGE	**KING GEORGE VI ROUNDABOUT**	**LEFT - 1ST EXIT**

KING GEORGE VI ROUNDABOUT	**WEST TULLOS ROAD**	
WEST TULLOS ROAD	**ABBOTSWELL ROUNDABOUT**	**ROUND - 3RD EXIT**
ABBOTSWELL ROUNDABOUT	**WEST TULLOS ROAD**	
WEST TULLOS ROAD	*ABBOTSWELL ROUNDABOUT*	*RIGHT - 3RD EXIT*
ABBOTSWELL ROUNDABOUT	*KING GEORGE VI BRIDGE*	
KING GEORGE VI BRIDGE	*DUTHIE PARK ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
DUTHIE PARK ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	**WHINHILL ROUNDABOUT**	**LEFT - 1ST EXIT**
WHINHILL ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**HOLBURN ROUNDABOUT**	**COMPLETE - 4TH EXIT**
HOLBURN ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**WHINHILL ROUNDABOUT**	**RIGHT - 2ND EXIT**
WHINHILL ROUNDABOUT	**GREAT SOUTHERN ROAD**	
GREAT SOUTHERN ROAD	**DUTHIE PARK ROUNDABOUT**	**LEFT - 1ST EXIT**
DUTHIE PARK ROUNDABOUT	**RIVERSIDE DRIVE**	
RIVERSIDE DRIVE	**QUEEN ELIZABETH BRIDGE ROUNDABOUT**	**ROUND - 4TH EXIT**
QUEEN ELIZABETH BRIDGE ROUNDABOUT	**RIVERSIDE DRIVE**	
RIVERSIDE DRIVE	**DUTHIE PARK ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
DUTHIE PARK ROUNDABOUT	**RIVERSIDE DRIVE**	
RIVERSIDE DRIVE	**HOLBURN STREET**	**LEFT**
HOLBURN STREET	**GARTHDEE ROUNDABOUT**	**LEFT - 1ST EXIT**
GARTHDEE ROUNDABOUT	*RIVERSIDE DRIVE*	*LEFT - 1ST EXIT*
RIVERSIDE DRIVE	**RIVERSIDE DRIVE**	**LEFT**
RIVERSIDE DRIVE	*HOLBURN STREET*	*RIGHT*
HOLBURN STREET	**HOLBURN ROUNDABOUT**	**LEFT - 1ST EXIT**
HOLBURN ROUNDABOUT	**HOLBURN STREET**	
HOLBURN STREET	**ALFORD PLACE**	**LEFT**
ALFORD PLACE	**ALBYN PLACE**	**FOLLOW ON TO**
ALBYN PLACE	**QUEENS CROSS**	**STRAIGHT ON - 2ND EXIT**
QUEENS CROSS	**QUEENS ROAD**	
QUEENS ROAD	**QUEENS GATE**	**STRAIGHT ON - 2ND EXIT**
QUEENS GATE	**QUEENS ROAD**	
QUEENS ROAD	**KEPPLESTONE ROUNDABOUT**	**LEFT - 1ST EXIT**
KEPPLESTONE ROUNDABOUT	**ANDERSON DRIVE**	
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*

SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SOUTH ANDERSON DRIVE*	*FOLLOW ON TO*
SOUTH ANDERSON DRIVE	**BROOMHILL ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
BROOMHILL ROUNDABOUT	**SOUTH ANDERSON DRIVE**	
SOUTH ANDERSON DRIVE	**GARTHDEE ROUNDABOUT**	**ROUND - 4TH EXIT**
GARTHDEE ROUNDABOUT	**SOUTH ANDERSON DRIVE**	
SOUTH ANDERSON DRIVE	**BROOMHILL ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
BROOMHILL ROUNDABOUT	**SOUTH ANDERSON DRIVE**	
SOUTH ANDERSON DRIVE	**GREAT WESTERN ROAD A93**	**RIGHT**
GREAT WESTERN ROAD A93	**WILLOWBANK ROAD**	**STRAIGHT ON**
WILLOWBANK ROAD	**SPRINGBANK TERRACE**	**FOLLOW ON TO**
SPRINGBANK TERRACE	**WELLINGTON PLACE**	**STRAIGHT ON**
WELLINGTON PLACE	**SOUTH COLLEGE STREET**	**LEFT**
SOUTH COLLEGE STREET	**COLLEGE STREET**	**FOLLOW ON TO**
COLLEGE STREET	**BRIDGE STREET**	**BEAR LEFT**
BRIDGE STREET	**UNION STREET**	**LEFT**
UNION STREET	**ALFORD PLACE**	**BEAR RIGHT**
ALFORD PLACE	**VICTORIA STREET**	**RIGHT**
VICTORIA STREET	**WAVERLEY PLACE**	**LEFT**
WAVERLEY PLACE	**ALBERT STREET**	**FOLLOW ON TO**
ALBERT STREET	**CRAIGIE LOANINGS**	**STRAIGHT ON**
CRAIGIE LOANINGS	**WESTFIELD ROAD**	**FOLLOW ON TO**
WESTFIELD ROAD	**ARGYLL PLACE**	**STRAIGHT ON**
ARGYLL PLACE	**WESTBURN ROAD**	**LEFT**
WESTBURN ROAD	**NORTH ANDERSON DRIVE**	**RIGHT**
NORTH ANDERSON DRIVE	**"MURDO'S" ROUNDABOUT**	**ROUND - 5TH EXIT**
"MURDO'S" ROUNDABOUT	**NORTH ANDERSON DRIVE**	
NORTH ANDERSON DRIVE	**WESTBURN ROAD**	**LEFT**
STREET	**TO**	**DIRECTION**
WESTBURN ROAD	**WESTBURN DRIVE**	**LEFT**
WESTBURN DRIVE	**ASHGROVE ROAD WEST**	**LEFT**
ASHGROVE ROAD WEST	**NORTH ANDERSON DRIVE**	**LEFT**
NORTH ANDERSON DRIVE	*KINGS CROSS*	*STRAIGHT ON - 2ND EXIT*
KINGS CROSS	*ANDERSON DRIVE*	
ANDERSON DRIVE	*KEPPLESTONE ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
KEPPLESTONE ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SEAFIELD ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*

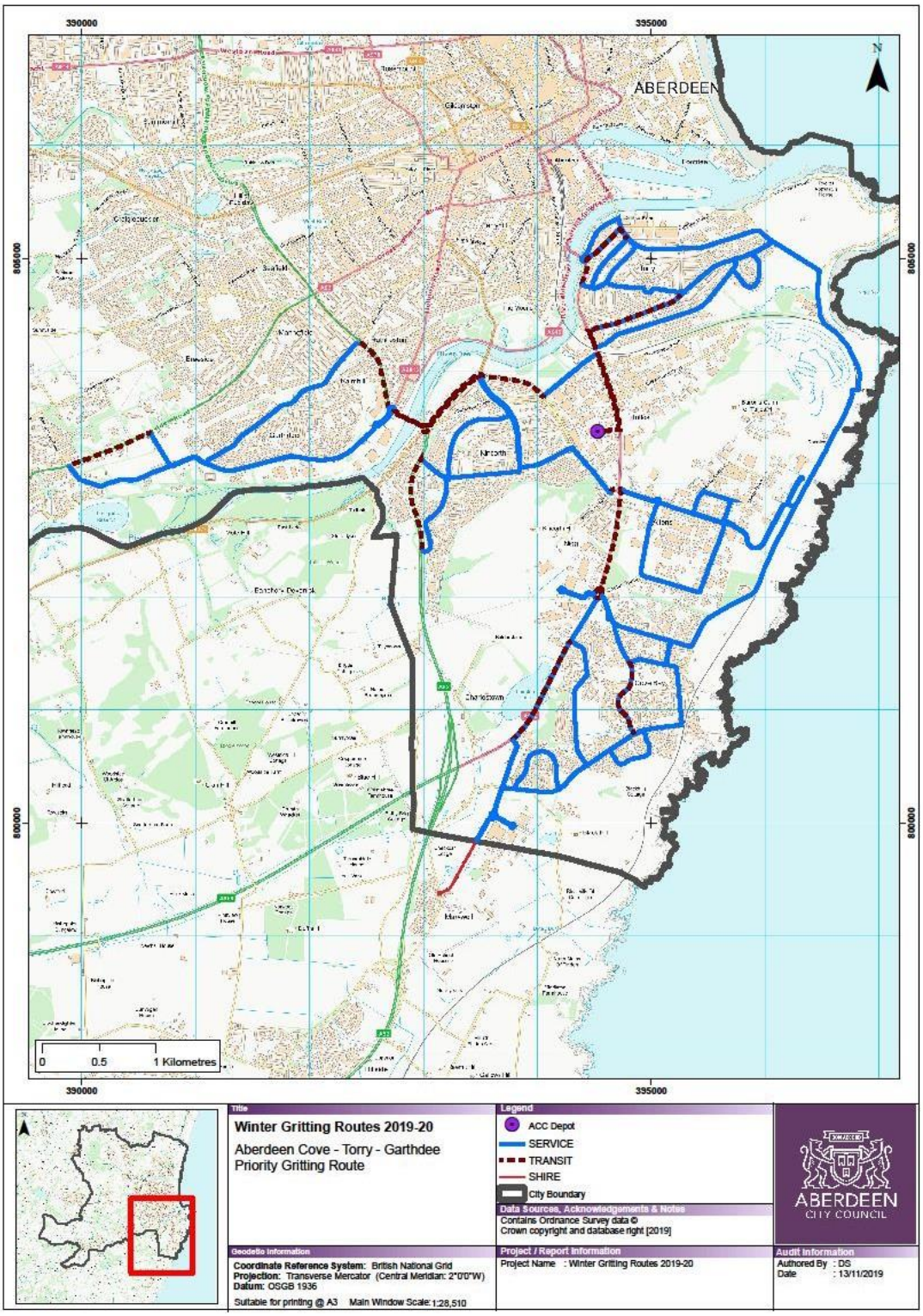
SEAFIELD ROUNDABOUT	*ANDERSON DRIVE*	
ANDERSON DRIVE	*SOUTH ANDERSON DRIVE*	*FOLLOW ON TO*
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
BROOMHILL ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*GARTHDEE ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
GARTHDEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*BRIDGE OF DEE ROUNDABOUT*	*LEFT - 1ST EXIT*
BRIDGE OF DEE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*KING GEORGE VI ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
KING GEORGE VI ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*ABBOTSWELL ROUNDABOUT*	*LEFT - 1ST EXIT*
ABBOTSWELL ROUNDABOUT	*ABBOTSWELL ROAD*	
ABBOTSWELL ROAD	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	*LEFT*

(b) Priority 1, Silver routes

The following described routes (numbered 5-10) cover Priority 1 Silver routes within the City and are to be treated between 04.45 and 21.00.

Bold Text – Treat	*Italic - Run*	Traffic Calming

Silver route 5



SILVER ROUTE 5		
STREET	**TO**	**DIRECTION**
CRAIGSHAW DRIVE	*WELLINGTON ROAD*	*LEFT*
WELLINGTON ROAD	*ABBOTSWELL ROAD*	*LEFT*
ABBOTSWELL ROAD	**ABBOTSWELL ROUNDABOUT**	**RIGHT - 2ND EXIT**
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	*RIGHT - 2ND EXIT*
WEST TULLOS ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
KING GEORGE VI BRIDGE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*BRIDGE OF DEE ROUNDABOUT*	*RIGHT - 3RD EXIT*
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GARTHDEE ROUNDABOUT*	*LEFT - 1ST EXIT*
GARTHDEE ROUNDABOUT	*GARTHDEE ROAD*	
GARTHDEE ROAD	**ASDA ROUNDABOUT**	**COMPLETE - 3RD EXIT**
ASDA ROUNDABOUT	**GARTHDEE ROAD**	
GARTHDEE ROAD	**GARTHDEE ROUNDABOUT**	**LEFT - 1ST EXIT**
GARTHDEE ROUNDABOUT	*SOUTH ANDERSON DRIVE*	*LEFT - 1ST EXIT*
SOUTH ANDERSON DRIVE	*BROOMHILL ROUNDABOUT*	*LEFT - 1ST EXIT*
BROOMHILL ROUNDABOUT	*AUCHINYELL ROAD*	
AUCHINYELL ROAD	**GARTHDEE ROAD**	**RIGHT**
GARTHDEE ROAD	**PITFODELS STATION ROAD**	**RIGHT**
PITFODELS STATION ROAD	**NORTH DEESIDE ROAD**	**LEFT**
NORTH DEESIDE ROAD	*WESTERTON ROAD*	**LEFT**
WESTERTON ROAD	**INCHGARTH ROAD**	**LEFT**
INCHGARTH ROAD	**GARTHDEE ROAD**	**STRAIGHT ON**
GARTHDEE ROAD	**SAINSBURYS ROUNDABOUT ROUNDABOUT**	**COMPLETE - 2ND EXIT**
SAINSBURYS ROUNDABOUT ROUNDABOUT	**GARTHDEE ROAD**	
GARTHDEE ROAD	**ASDA ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**

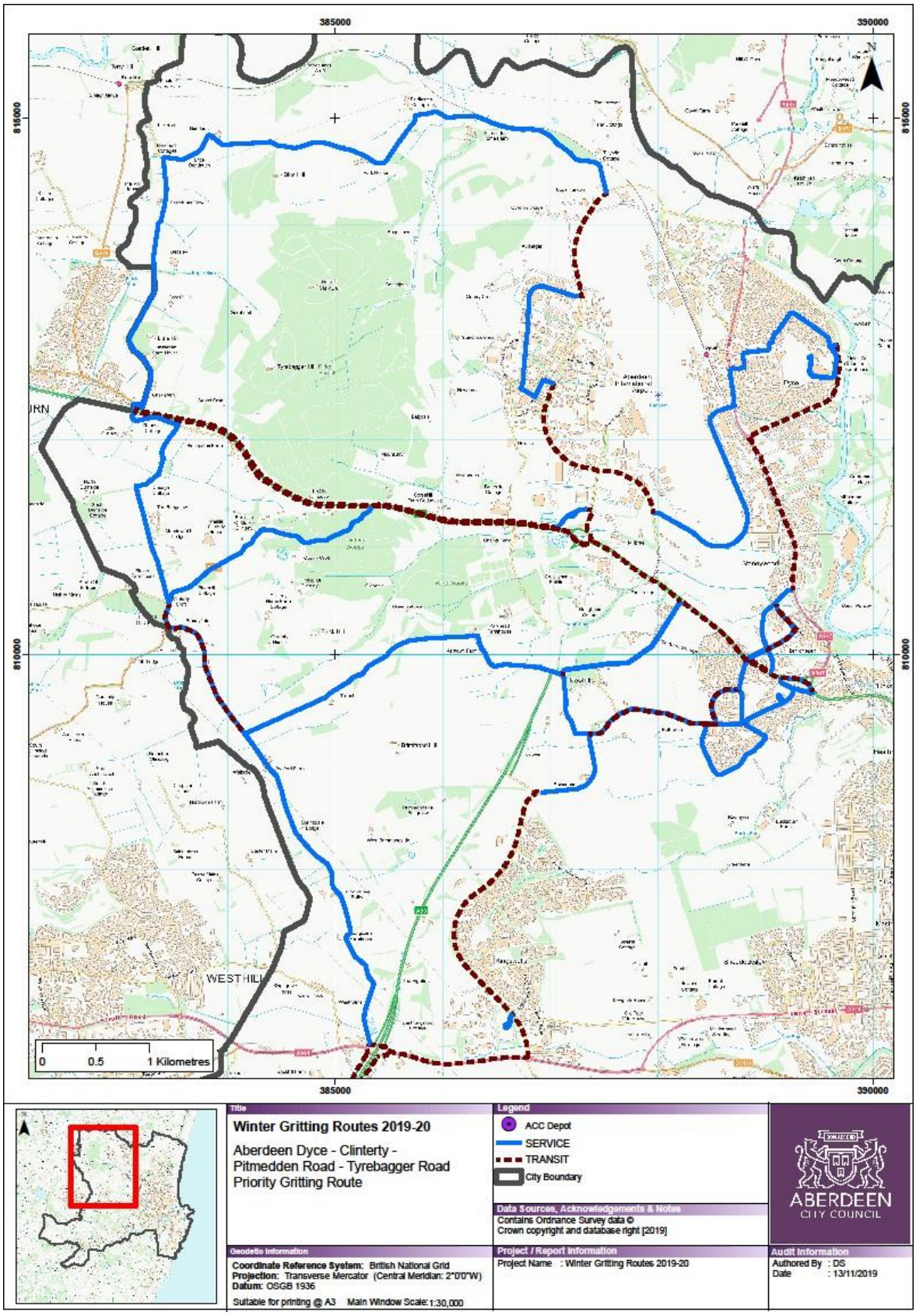
ASDA ROUNDABOUT	**GARTHDEE ROAD**	
GARTHDEE ROAD	**GARTHDEE ROUNDABOUT**	**RIGHT - 3RD EXIT**
GARTHDEE ROUNDABOUT	**STONEHAVEN ROAD**	
STONEHAVEN ROAD	*BRIDGE OF DEE ROUNDABOUT*	*LEFT 1ST EXIT*
BRIDGE OF DEE ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*KING GEORGE VI BRIDGE ROUNDABOUT*	*RIGHT - 3RD EXIT*
KING GEORGE VI BRIDGE ROUNDABOUT	*PROVOST WATT DRIVE*	
PROVOST WATT DRIVE	**FAULDS GATE**	**RIGHT**
FAULDS GATE	**KINCORTH ROUNDABOUT**	**RIGHT - 3RD EXIT**
KINCORTH ROUNDABOUT	**CAIRNGORM ROAD**	
CAIRNGORM ROAD	**STONEHAVEN ROAD**	**LEFT**
STONEHAVEN ROAD	*NIGG WAY*	LEFT
NIGG WAY	**GARDNER DRIVE**	**LEFT**
GARDNER DRIVE	**KINCORTH ROUNDABOUT**	**RIGHT - 3RD EXIT**
KINCORTH ROUNDABOUT	**CAIRNGORM DRIVE**	**RIGHT - 3RD EXIT**
CAIRNGORM DRIVE	**PROVOST WATT DRIVE**	**LEFT**
PROVOST WATT DRIVE	**KING GEORGE VI BRIDGE ROUNDABOUT**	**ROUND - 4TH EXIT**
KING GEORGE VI BRIDGE ROUNDABOUT	*PROVOST WATT DRIVE*	*ROUND - 4TH EXIT*
PROVOST WATT DRIVE	**ARBROATH WAY**	**LEFT**
ARBROATH WAY	**ABBOTSWELL CRESCENT**	**RIGHT**
ABBOTSWELL CRESCENT	**REDMOSS ROAD**	**LEFT**
REDMOSS ROAD	**WEST TULLOS ROAD**	**RIGHT**
WEST TULLOS ROAD	*NIGG ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
NIGG ROUNDABOUT	*HARENESS ROAD*	
HARENESS ROAD	**CRAWPEEL ROUNDABOUT**	**RIGHT - 3RD EXIT**
CRAWPEEL ROUNDABOUT	**CRAWPEEL ROAD**	
CRAWPEEL ROAD	**SOUTERHEAD ROUNDABOUT**	**LEFT - 1ST EXIT**

SOUTERHEAD ROUNDABOUT	**SOUTERHEAD ROAD**	
SOUTERHEAD ROAD	**BLACKNESS ROAD**	**LEFT**
BLACKNESS ROAD	**HARENESS ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
HARENESS ROUNDABOUT	**MINTO ROAD**	
MINTO ROAD	**MINTO DRIVE**	**LEFT**
MINTO DRIVE	**MINTO AVENUE**	**LEFT**
MINTO AVENUE	**HARENESS ROAD**	**LEFT**
STREET	**TO**	**DIRECTION**
HARENESS ROAD	**HARENESS ROUNDABOUT**	**ROUND - 4TH EXIT**
HARENESS ROUNDABOUT	**HARENESS ROAD**	
HARENESS ROAD	**CRAWPEEL ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
CRAWPEEL ROUNDABOUT	**HARENESS ROAD**	
HARENESS ROAD	**NIGG ROUNDABOUT**	**LEFT - 1ST EXIT**
NIGG ROUNDABOUT	*WELLINGTON ROAD*	*LEFT - 1ST EXIT*
WELLINGTON ROAD	*ALTENS ROUNDABOUT*	*RIGHT - 4TH EXIT*
ALTENS ROUNDABOUT	*WELLINGTON CIRCLE*	
WELLINGTON CIRCLE	**WELLINGTON CIRCLE**	**LEFT**
WELLINGTON CIRCLE	**WELLINGTON CIRCLE IKEA ROUNDABOUT**	**RIGHT - 4TH EXIT**
WELLINGTON CIRCLE IKEA ROUNDABOUT	**WELLINGTON CIRCLE**	
WELLINGTON CIRCLE	**WELLINGTON CIRCLE**	**RIGHT**
WELLINGTON CIRCLE	**ALTENS ROUNDABOUT**	**RIGHT - 4TH EXIT**
ALTENS ROUNDABOUT	*WELLINGTON ROAD*	*RIGHT - 4TH EXIT*
WELLINGTON ROAD	**WELLINGTON ROAD**	**LEFT**
WELLINGTON ROAD	**COVE ROAD**	**LEFT**
COVE ROAD	**CHARLESTON DRIVE**	**LEFT**
CHARLESTON DRIVE	**COVE ROAD**	**LEFT**
COVE ROAD	**CHARLESTON ROAD**	**LEFT**
CHARLESTON ROAD	**CHARLESTON ROAD NORTH**	**LEFT**
CHARLESTON ROAD NORTH	**WELLINGTON ROAD**	**LEFT**
WELLINGTON ROAD	*WELLINGTON ROAD*	LEFT
WELLINGTON ROAD	**GATEWAY ROUNDABOUT**	**LEFT 1ST EXIT**
GATEWAY ROUNDABOUT	**GATEWAY DRIVE**	
GATEWAY DRIVE	**CHARLESTON MOSS ROUNDABOUT**	**COMPLETE - 4TH EXIT**

CHARLESTON MOSS ROUNDABOUT	**GATEWAY DRIVE**	
GATEWAY DRIVE	**GATEWAY ROUNDABOUT**	**LEFT - 1ST EXIT**
GATEWAY ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**WELLINGTON ROAD**	**CITY LIMIT**
WELLINGTON ROAD	*ROUNDABOUT*	*ROUND 4TH EXIT*
ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*WELLINGTON ROAD*	*TO CITY LIMIT*
WELLINGTON ROAD	**GATEWAY ROUNDABOUT**	**STRAIGHT ON - 1ST EXIT**
GATEWAY ROUNDABOUT	**WELLINGTON ROAD**	
WELLINGTON ROAD	**COVE ROAD**	**RIGHT**
COVE ROAD	**COVE CRESCENT**	**RIGHT - 2ND ENTRANCE**
COVE CRESCENT	**COVE ROAD**	**RIGHT**
COVE ROAD	**EARNS HEUGH ROAD**	**LEFT**
EARNS HEUGH ROAD	**LANGDYKES ROAD**	**LEFT**
LANGDYKES ROAD	**HYDROGEN STATION**	**LEFT**
HYDROGEN STATION	**LANGDYKES ROAD**	**LEFT**
LANGDYKES ROAD	**ALTENS ROUNDABOUT**	**ROUND - 5TH EXIT**
ALTENS ROUNDABOUT	*LANGDYKES ROAD*	*ROUND - 5TH EXIT*
LANGDYKES ROAD	**LORISTON ROAD**	**RIGHT**
LORISTON ROAD	**COVE ROAD**	**RIGHT**
COVE ROAD	**EARNS HEUGH ROAD**	**RIGHT**
EARNS HEUGH ROAD	*LORISTON AVENUE*	*RIGHT*
LORISTON AVENUE	**LORISTON ROAD**	**LEFT**
LORISTON ROAD	**LANGDYKES ROAD**	**RIGHT**
LANGDYKES ROAD	**COAST ROAD**	**LEFT**
COAST ROAD	**HARENESS ROAD**	**LEFT**
HARENESS ROAD	**HARENESS ROUNDABOUT**	**ROUND 4TH EXIT**
HARENESS ROUNDABOUT	**HARENESS ROAD**	
HARENESS ROAD	**HARENESS PLACE**	**LEFT**
HARENESS PLACE	**TURN POINT**	**ROUND**
TURN POINT	**HARENESS PLACE**	**ROUND**
HARENESS PLACE	**HARENESS ROAD**	**LEFT**
HARENESS ROAD	**COAST ROAD**	**LEFT**
COAST ROAD	**ST FITTICKS ROAD**	**LEFT**

ST FITTICKS ROAD	**BALNAGASK ROAD**	**LEFT**
BALNAGASK ROAD	**WELLINGTON ROAD**	**LEFT**
WELLINGTON ROAD	*GIRDLENESS ROAD*	*LEFT*
GIRDLENESS ROAD	**BALNAGASK ROAD**	**RIGHT**
BALNAGASK ROAD	**BALNAGASK CIRCLE**	**RIGHT**
BALNAGASK CIRCLE	**GIRDLENESS ROAD**	**RIGHT**
GIRDLENESS ROAD	**BALNAGASK ROAD**	**RIGHT**
BALNAGASK ROAD	**ST FITTICKS ROAD**	**LEFT**
ST FITTICKS ROAD	**VICTORIA ROAD**	**LEFT**
VICTORIA ROAD	**MENZIES ROAD**	**LEFT**
STREET	**TO**	**DIRECTION**
MENZIES ROAD	**CRAIG PLACE**	**FOLLOW ON TO**
CRAIG PLACE	**CRAIGINCHES ROUNDABOUT**	**ROUND - 3RD EXIT**
CRAIGINCHES ROUNDABOUT	**SOUTH ESPLANADE WEST**	
SOUTH ESPLANADE WEST	**VICTORIA ROAD**	**RIGHT**
VICTORIA ROAD	**GRAMPIAN ROAD**	**RIGHT**
GRAMPIAN ROAD	**GRAMPIAN PLACE**	**RIGHT**
GRAMPIAN PLACE	**WALKER ROAD**	**RIGHT**
WALKER ROAD	**VICTORIA ROAD**	**LEFT**
VICTORIA ROAD	*MENZIES ROAD*	*LEFT*
MENZIES ROAD	*CRAIG PLACE*	*FOLLOW ON TO*
CRAIG PLACE	*CRAIGINCHES ROUNDABOUT*	*LEFT - 1ST EXIT*
CRAIGINCHES ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*GRAMPIAN PLACE*	*LEFT*
GRAMPIAN PLACE	**TULLOS CIRCLE**	**RIGHT**
TULLOS CIRCLE	**TULLOS PLACE**	**STRAIGHT ON - 2ND EXIT**
TULLOS PLACE	**ROUNDABOUT**	**COMPLETE - 3RD EXIT**
ROUNDABOUT	**BALNAGASK ROAD**	
BALNAGASK ROAD	*WELINGTON ROAD*	*LEFT*
WELINGTON ROAD	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	*RIGHT*

Silver route 6



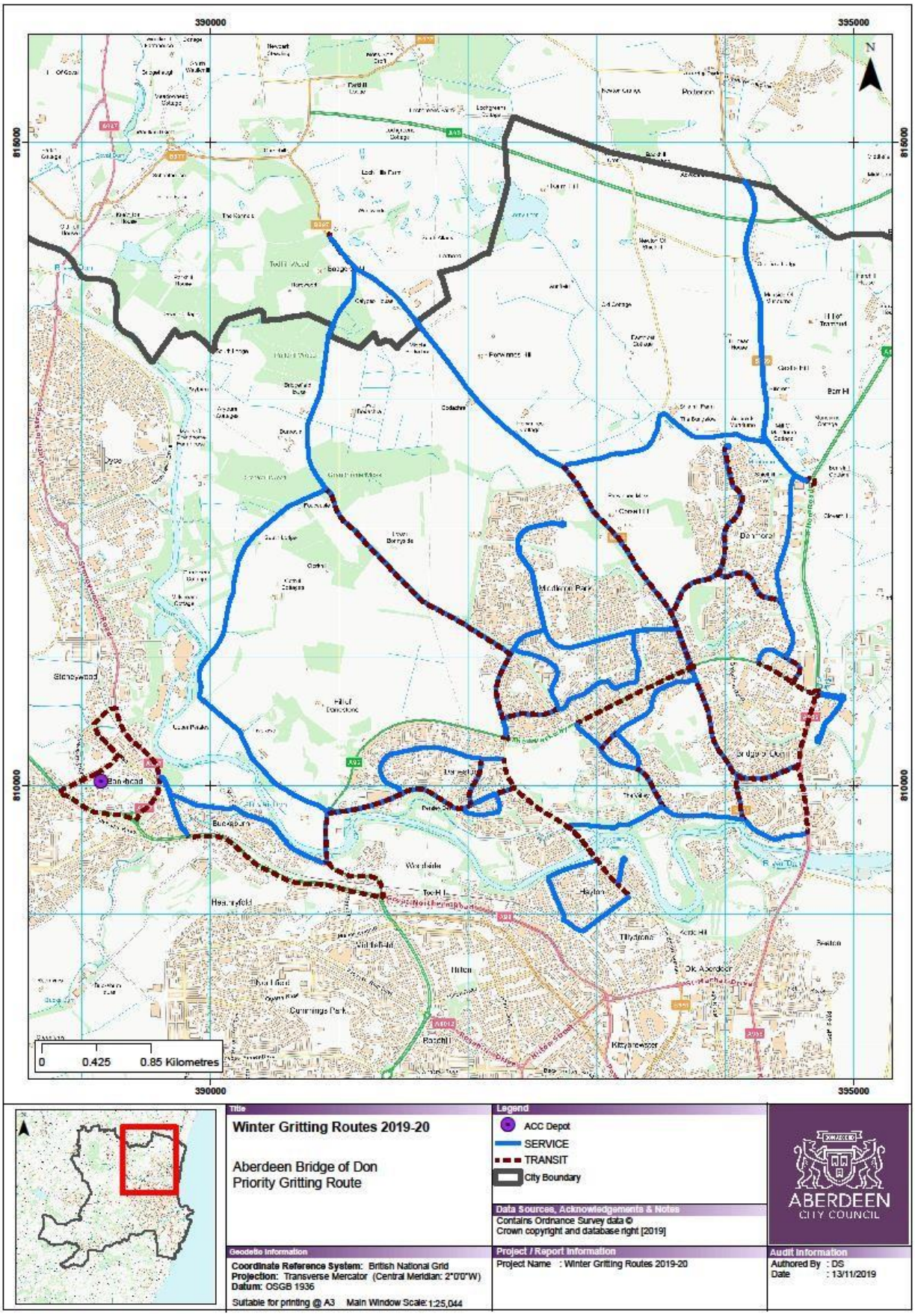
SILVER ROUTE 6		
STREET	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	*LEFT*
CRAIGSHAW DRIVE	*WELLINGTON ROAD*	*RIGHT*
WELLINGTON ROAD	*NIGG ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
NIGG ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*ALTENS ROUNDABOUT*	*STRAIGHT ON - 3RD EXIT*
ALTENS ROUNDABOUT	*WELLINGTON RDAD -*	
WELLINGTON RDAD -	*AWPR ROUNDABOUT*	*RIGHT - 2ND EXIT*
AWPR ROUNDABOUT	*A90 NORTH*	
A90 NORTH	*AWPR ROUNDABOUT*	*LEFT A944 JUNCTION*
AWPR ROUNDABOUT	*SKENE ROAD*	*RIGHT - 4TH EXIT*
SKENE ROAD	*KINGSWELLS ROUNDABOUT*	*LEFT - 1ST EXIT*
KINGSWELLS ROUNDABOUT	*CHAPEL OF STONEYWOOD - FAIRLEY ROAD*	
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*KINGSWELLS P&R LOOP*	*LEFT*
KINGSWELLS P&R LOOP	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	**LEFT**
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*AWPR ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
AWPR ROUNDABOUT	*CHAPEL OF STONEYWOOD - FAIRLEY ROAD*	*STRAIGHT ON - 2ST EXIT*
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	**NEWHILLS ROAD**	**RIGHT**
NEWHILLS ROAD	**KEPPLEHILLS ROAD**	**FOLLOW ON TO**
KEPPLEHILLS ROAD	**NETHERHILLS AVENUE**	**RIGHT**
NETHERHILLS AVENUE	**NEWHILLS AVENUE**	**RIGHT**
NEWHILLS AVENUE	**KEPPLEHILLS ROAD**	**RIGHT**
KEPPLEHILLS ROAD	*SCLATTIE PARK*	*LEFT*
SCLATTIE PARK	**KEPPLEHILLS DRIVE**	**LEFT**
KEPPLEHILLS DRIVE	**KEPPLEHILLS ROAD**	**LEFT**
KEPPLEHILLS ROAD	**BUCKSBURN ACADEMY LOOP**	**LEFT**
BUCKSBURN ACADEMY LOOP	**KEPPLEHILLS ROAD**	**LEFT**
KEPPLEHILLS ROAD	**INVERURIE ROAD**	**RIGHT**
INVERURIE ROAD	**INVERURIE ROAD**	**LEFT**
INVERURIE ROAD	**BUCKSBURN ROUNDABOUT**	**LEFT**
BUCKSBURN ROUNDABOUT	**INVERURIE ROAD**	**KEEP LEFT**

INVERURIE ROAD	**INVERURIE ROAD**	**LEFT**
INVERURIE ROAD	**INVERURIE ROAD**	**LEFT**
INVERURIE ROAD	*INVERURIE ROAD*	*KEEP LEFT*
INVERURIE ROAD	*SCLATTIE ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
SCLATTIE ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*FORRIT BRAE*	*LEFT*
FORRIT BRAE	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	**LEFT**
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	**NEWHILLS ROAD**	**FOLLOW ON TO**
NEWHILLS ROAD	*KEPPLEHILLS DRIVE*	*LEFT*
KEPPLEHILLS DRIVE	*SCLATTIE PARK*	*LEFT*
SCLATTIE PARK	**SCLATTIE ROUNDABOUT**	**RIGHT - 3RD EXIT**
SCLATTIE ROUNDABOUT	*INVERURIE ROAD*	*RIGHT - 3RD EXIT*
INVERURIE ROAD	*GREENBURN DRIVE*	*LEFT*
GREENBURN DRIVE	**BANKHEAD AVENUE**	**LEFT**
BANKHEAD AVENUE	**SCLATTIE ROUNDABOUT**	**ROUND - 4TH EXIT**
SCLATTIE ROUNDABOUT	*BANKHEAD AVENUE*	*ROUND - 4TH EXIT*
BANKHEAD AVENUE	**BANKHEAD ROAD**	**LEFT**
BANKHEAD ROAD	**GREENBURN DRIVE**	**LEFT**
GREENBURN DRIVE	**BANKHEAD AVENUE**	**LEFT**
BANKHEAD AVENUE	*BANKHEAD ROAD*	*LEFT*
BANKHEAD ROAD	*STONEYWOOD ROAD*	*RIGHT*
STONEYWOOD ROAD	**STONEYWOOD ROAD**	**LEFT**
STONEYWOOD ROAD	*ROUNDABOUT*	*STRAIGHT ON - 1ST EXIT*
ROUNDABOUT	*STONEYWOOD ROAD*	
STONEYWOOD ROAD	*"BP" ROUNDABOUT*	*RIGHT - 2ND EXIT*
"BP" ROUNDABOUT	*RIVERVIEW DRIVE*	
RIVERVIEW DRIVE	*NETHERVIEW AVENUE*	*LEFT*
NETHERVIEW AVENUE	**ROUNDABOUT**	**LEFT - 1ST EXIT**
ROUNDABOUT	**DYCE SHOPPING CENTRE LOOP**	**LEFT - 1ST EXIT**
DYCE SHOPPING CENTRE LOOP	**ROUNDABOUT**	**FOLLOW LOOP TO ROUNDABOUT AND RETURN**
ROUNDABOUT	**NETHERVIEW AVENUE**	**STRAIGHT ON - 2ND EXIT**
NETHERVIEW AVENUE	**GORDON TERRACE**	**STRAIGHT ON**
GORDON TERRACE	**NETHERVIEW ROAD**	**LEFT**
NETHERVIEW ROAD	**GLEN ROAD**	**RIGHT**
GLEN ROAD	**VICTORIA STREET**	**LEFT**

VICTORIA STREET	**FARBURN TERRACE**	**RIGHT**
FARBURN TERRACE	**FARBURN ROUNDABOUT**	**LEFT - 1ST EXIT**
FARBURN ROUNDABOUT	**WELLHEADS DRIVE**	
WELLHEADS DRIVE	**DYCE DRIVE**	**RIGHT**
DYCE DRIVE	*HOWE MOSS ROAD*	**LEFT**
HOWE MOSS ROAD	**HOWE MOSS DRIVE**	**LEFT**
HOWE MOSS DRIVE	**HOWE MOSS CRESCENT**	**RIGHT**
HOWE MOSS CRESCENT	**HOWE MOSS AVENUE**	**RIGHT**
HOWE MOSS AVENUE	**DYCE DRIVE**	**LEFT**
DYCE DRIVE	*PITMEDDEN ROAD*	LEFT
PITMEDDEN ROAD	**CASKIEBEN ROAD**	**LEFT**
CASKIEBEN ROAD	**MAIN ROAD**	**LEFT**
MAIN ROAD	**INVERURIE ROAD**	**LEFT - 1ST EXIT**
INVERURIE ROAD	*AIRPORT PARK & RIDE*	*LEFT SLIP AT PARK AND RIDE*
AIRPORT PARK & RIDE	**ARGYLL ROAD**	**RIGHT**
ARGYLL ROAD	*AIRPORT ROUNDABOUT*	*RIGHT - 3RD EXIT*
AIRPORT ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*A96 ROUNDABOUT*	*LEFT - 1ST EXIT*
A96 ROUNDABOUT	*CLINTERTY ROAD*	
CLINTERTY ROAD	**CLINTERTY ROAD**	**RIGHT**
CLINTERTY ROAD	**CLINTERTY - TYREBAGGER ROAD**	**RIGHT**
CLINTERTY - TYREBAGGER ROAD	**BORROWSTONE ROAD**	**LEFT**
BORROWSTONE ROAD	**TULLUCH ROAD**	**LEFT**
TULLUCH ROAD	**CHAPEL OF STONEYWOOD - FAIRLEY ROAD**	**LEFT**
CHAPEL OF STONEYWOOD - FAIRLEY ROAD	*FORRIT BRAE*	*RIGHT*
FORRIT BRAE	**INVERURIE ROAD**	**LEFT**
INVERURIE ROAD	*AIRPORT ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
AIRPORT ROUNDABOUT	*INVERURIE ROAD*	
INVERURIE ROAD	*CLINTERTY - TYREBAGGER ROAD*	*LEFT*
CLINTERTY - TYREBAGGER ROAD	**CLINTERTY - TYREBAGGER ROAD**	**STRAIGHT ON**
CLINTERTY - TYREBAGGER ROAD	*BORROWSTONE ROAD*	*LEFT*
BORROWSTONE ROAD	*BORROWSTONE ROAD*	*STRAIGHT ON*

BORROWSTONE ROAD	**AWPR ROUNDABOUT**	**LEFT - 2ND EXIT**
AWPR ROUNDABOUT	*A90 SOUTH*	*TO AWPR - 5TH EXIT*
A90 SOUTH	*AWPR ROUNDABOUT*	*TO A956*
AWPR ROUNDABOUT	*WELLINGTON ROAD*	*WELLINGTON ROAD*
WELLINGTON ROAD	*ALTENS ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
ALTENS ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*NIGG ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
NIGG ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*CRAIGSHAW DRIVE*	*LEFT*
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	*RIGHT*

Silver route 7



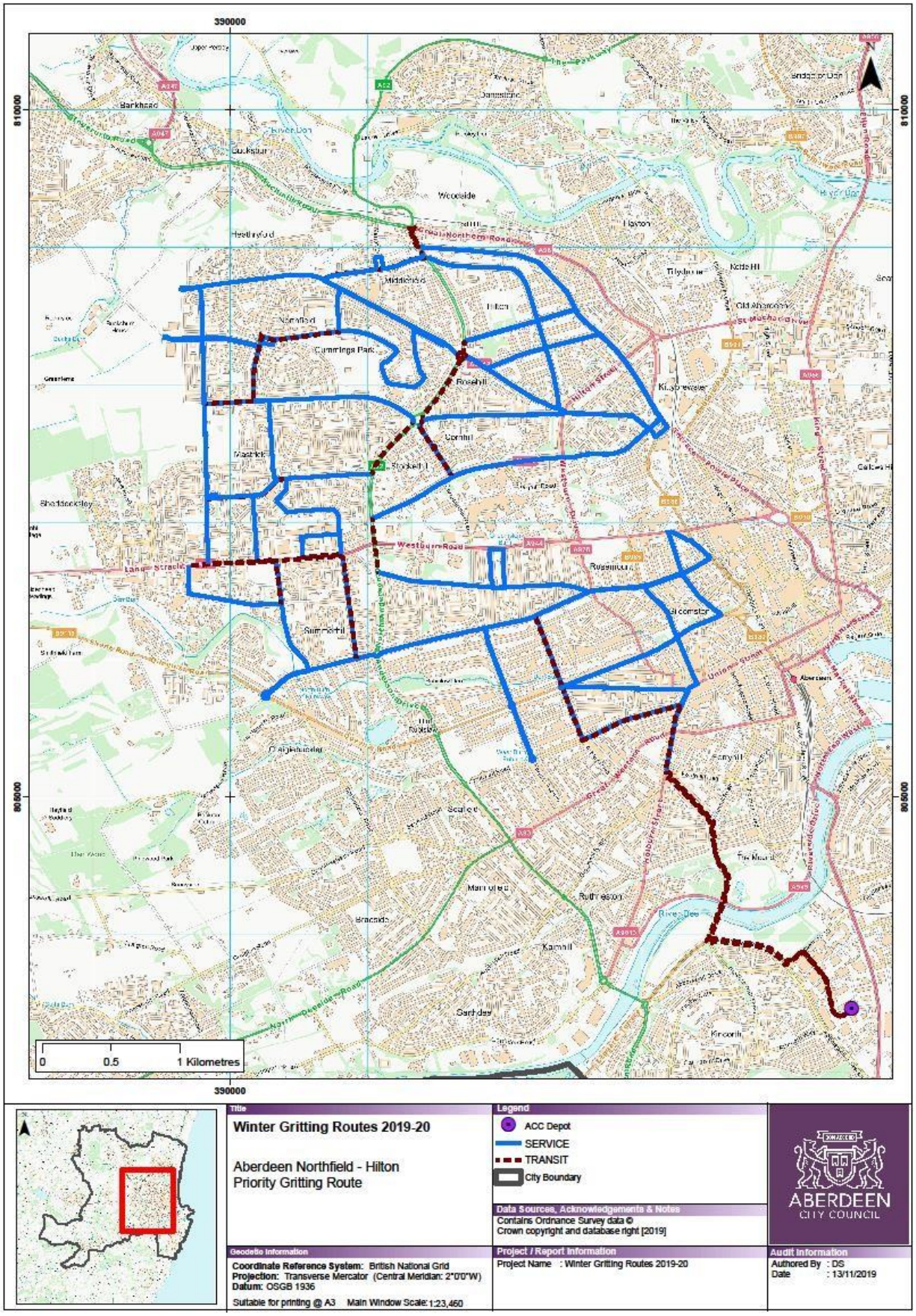
SILVER ROUTE 7		
STREET	**TO**	**DIRECTION**
BUCKSBURN DEPOT	*BANKHEAD AVENUE*	*RIGHT*
BANKHEAD AVENUE	*BANKHEAD ROAD*	*LEFT*
BANKHEAD ROAD	*STONEYWOOD ROAD*	*RIGHT*
STONEYWOOD ROAD	*NEW STONEYWOOD ROAD*	*RIGHT*
NEW STONEYWOOD ROAD	*OLD MELDRUM ROAD*	*LEFT*
OLD MELDRUM ROAD	**MUGIEMOSS ROAD**	*LEFT*
MUGIEMOSS ROAD	**MUGIEMOSS ROUNDABOUT**	**LEFT - 1ST EXIT**
MUGIEMOSS ROUNDABOUT	*PARKWAY*	*LEFT - 1ST EXIT*
PARKWAY	**"TESCO" ROUNDABOUT**	**RIGHT - 3RD EXIT**
"TESCO" ROUNDABOUT	**LAUREL DRIVE**	
LAUREL DRIVE	**FAIRVIEW STREET**	**LEFT**
FAIRVIEW STREET	**FAIRVIEW BRAE**	**RIGHT**
FAIRVIEW BRAE	**LAUREL DRIVE**	**RIGHT**
LAUREL DRIVE	**LAUREL PLACE**	**LEFT**
LAUREL PLACE	**LAUREL DRIVE**	**LEFT**
LAUREL DRIVE	**FAIRVIEW BRAE**	**RIGHT**
FAIRVIEW BRAE	**FAIRVIEW STREET**	**RIGHT**
FAIRVIEW STREET	**GORDON BRAE**	**RIGHT**
GORDON BRAE	**LAUREL DRIVE**	**RIGHT**
LAUREL DRIVE	**"TESCO" ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
"TESCO" ROUNDABOUT	**UPPER PERSLEY ROAD**	
UPPER PERSLEY ROAD	**WHITESTRIPES ROAD**	**RIGHT**
WHITESTRIPES ROAD	**WHITESTRIPES AVENUE**	**LEFT**
WHITESTRIPES AVENUE	**JESMOND AVENUE NORTH**	**RIGHT**
JESMOND AVENUE NORTH	**VALENTINE ROAD**	**RIGHT**
VALENTINE ROAD	**WHITESTRIPES AVENUE**	**LEFT**
WHITESTRIPES AVENUE	**DANESTONE ROUNDABOUT**	**ROUND - 4TH EXIT**
DANESTONE ROUNDABOUT	*WHITESTRIPES AVENUE*	*ROUND - 4TH EXIT*
WHITESTRIPES AVENUE	**JESMOND DRIVE**	**LEFT**
JESMOND DRIVE	**JESMOND DRIVE**	**TO BUS TURN POINT**
JESMOND DRIVE	**JESMOND DRIVE**	**INTO BUS TURN POINT**
JESMOND DRIVE	**JESMOND DRIVE**	**LEFT**
JESMOND DRIVE	**SCOTSTOWN ROAD**	**RIGHT**
SCOTSTOWN ROAD	**SCOTSTOWN ROUNDABOUT**	**ROUND - 4TH EXIT**

SCOTSTOWN ROUNDABOUT	*SCOTSTOWN ROAD*	*ROUND - 4TH EXIT*
SCOTSTOWN ROAD	**JESMOND DRIVE**	**LEFT**
JESMOND DRIVE	**JESMOND AVENUE**	**LEFT**
JESMOND AVENUE	**VALENTINE ROAD**	**FOLLOW ON TO**
VALENTINE ROAD	*WHITESTRIPES AVENUE*	*RIGHT*
WHITESTRIPES AVENUE	*WHITESTRIPES ROAD*	*LEFT*
WHITESTRIPES ROAD	*WHITESTRIPES ROAD*	*FOLLOW ON TO*
WHITESTRIPES ROAD	**SCOTSTOWN ROAD**	**LEFT**
SCOTSTOWN ROAD	*TURN POINT*	*RIGHT TO TURN IN QUARRY OPENING*
TURN POINT	*SCOTSTOWN ROAD*	*LEFT*
SCOTSTOWN ROAD	**DUBFORD ROAD**	**LEFT**
DUBFORD ROAD	**SHIELHILL AVENUE**	**FOLLOW ON TO**
SHIELHILL AVENUE	**SHIELHILL AVENUE**	**TO BUS TURN**
SHIELHILL AVENUE	*DUBFORD ROAD*	*FOLLOW ON TO*
DUBFORD ROAD	*GREENBRAE DRIVE*	*LEFT*
STREET	**TO**	**DIRECTION**
GREENBRAE DRIVE	**DENMORE ROAD**	**RIGHT**
DENMORE ROAD	**WOODSIDE ROAD**	**RIGHT**
WOODSIDE ROAD	**THE PARKWAY**	**LEFT**
THE PARKWAY	*WOODSIDE ROAD*	*LEFT*
WOODSIDE ROAD	**DENMORE ROAD**	**RIGHT**
DENMORE ROAD	*GREENBRAE DRIVE*	*LEFT*
GREENBRAE DRIVE	*DUBFORD ROAD*	*LEFT*
DUBFORD ROAD	*SCOTSTOWN ROAD*	*LEFT*
SCOTSTOWN ROAD	**SCOTSTOWN ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
SCOTSTOWN ROUNDABOUT	*SCOTSTOWN ROAD*	*STRAIGHT ON - 2ND EXIT*
SCOTSTOWN ROAD	**NORTH DONSIDE ROAD**	**FOLLOW ON TO**
NORTH DONSIDE ROAD	**GORDON BARRACKS ROUNDABOUT**	**LEFT - 1ST EXIT**
GORDON BARRACKS ROUNDABOUT	*ELLON ROAD*	*LEFT - 1ST EXIT*
ELLON ROAD	*AECC ROUNDABOUT*	*RIGHT - 3RD EXIT*
AECC ROUNDABOUT	*PARKWAY EAST*	
PARKWAY EAST	**TECHNOLOGY PARK ROUNDABOUT**	**RIGHT - 3RD EXIT**
TECHNOLOGY PARK ROUNDABOUT	**AECC P & R LOOP**	**RIGHT - 3RD EXIT**

AECC P & R LOOP	**TECHNOLOGY PARK ROUNDABOUT**	**LEFT - 1ST EXIT**
TECHNOLOGY PARK ROUNDABOUT	**PARKWAY EAST**	**LEFT - 1ST EXIT**
PARKWAY EAST	**AECC ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
AECC ROUNDABOUT	*THE PARKWAY*	*STRAIGHT ON - 2ND EXIT*
THE PARKWAY	*WOODSIDE ROAD*	*RIGHT*
WOODSIDE ROAD	*DENMORE ROAD*	*RIGHT*
DENMORE ROAD	**B999**	**RIGHT**
B999	**MURCAR ROUNDABOUT**	**ROUND - 4TH EXIT**
MURCAR ROUNDABOUT	*B999*	*ROUND - 4TH EXIT*
B999	**B999**	**TURN AT "TATTIE SHEDS"**
B999	**SHIELHILL ROAD**	**RIGHT**
SHIELHILL ROAD	**SHIELHILL ROUNDABOUT**	**LEFT**
SHIELHILL ROUNDABOUT	**SHIELHILL ROAD**	
SHIELHILL ROAD	**SCOTSTOWN ROAD**	**LEFT**
SCOTSTOWN ROAD	*SCOTSTOWN ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
SCOTSTOWN ROUNDABOUT	*SCOTSTOWN ROAD*	
SCOTSTOWN ROAD	*SCOTSTOWN ROAD*	*RIGHT*
SCOTSTOWN ROAD	**BALGOWNIE ROAD**	**FOLLOW ON TO**
BALGOWNIE ROAD	**ELLON ROAD**	**LEFT**
ELLON ROAD	*BALGOWNIE ROAD*	*LEFT - 1ST EXIT*
BALGOWNIE ROAD	*SCOTSTOWN ROAD*	*LEFT*
SCOTSTOWN ROAD	*BALGOWNIE ROAD*	*RIGHT*
BALGOWNIE ROAD	**BRAEHEAD WAY**	**RIGHT**
BRAEHEAD WAY	**SCOTSTOWN ROAD**	**LEFT**
SCOTSTOWN ROAD	**SCOTSTOWN ROUNDABOUT**	**LEFT - 1ST EXIT**
SCOTSTOWN ROUNDABOUT	*THE PARKWAY*	*LEFT - 1ST EXIT*
THE PARKWAY	*BALGOWNIE ROAD*	*LEFT*
BALGOWNIE ROAD	**BRAEHEAD WAY**	**LEFT**
BRAEHEAD WAY	*BODACRA ROAD*	*RIGHT*
BODACRA ROAD	**BALGOWNIE ROAD**	**LEFT**
BALGOWNIE ROAD	*BALGOWNIE DRIVE*	*RIGHT*
BALGOWNIE DRIVE	**GRANDHOME DRIVE**	**LEFT**
GRANDHOME DRIVE	**GORDON BRAE**	**LEFT**
GORDON BRAE	*PAPERMILL DRIVE BUS LOOP*	*LEFT*

PAPERMILL DRIVE BUS LOOP	**GORDON MILLS ROAD**	**LEFT**
GORDON MILLS ROAD	*HAYTON ROAD*	*RIGHT*
HAYTON ROAD	**DONBANK TERRACE**	**RIGHT**
DONBANK TERRACE	**GORDON MILLS ROAD**	**RIGHT**
GORDON MILLS ROAD	**GORDON MILLS ROAD**	**LEFT**
GORDON MILLS ROAD	*LAUREL DRIVE*	*LEFT*
LAUREL DRIVE	*"TESCO" ROUNDABOUT*	*LEFT - 1ST EXIT*
"TESCO" ROUNDABOUT	*THE PARKWAY*	
THE PARKWAY	*MUGIEMOSS ROUNDABOUT*	*LEFT - 1ST EXIT*
MUGIEMOSS ROUNDABOUT	*MUGIEMOSS ROAD*	
MUGIEMOSS ROAD	*HAUDAGAIN ROUNDABOUT*	*RIGHT - 3RD EXIT*
HAUDAGAIN ROUNDABOUT	*AUCHMILL ROAD*	*RIGHT - 3RD EXIT*
AUCHMILL ROAD	*OLD MELDRUM ROAD*	*RIGHT*
OLD MELDRUM ROAD	**NEW STONEYWOOD ROAD**	**LEFT**
NEW STONEYWOOD ROAD	*BUCKSBURN ROUNDABOUT*	*RIGHT - 2ND EXIT*
BUCKSBURN ROUNDABOUT	*INVERURIE ROAD*	*RIGHT - 2ND EXIT*
INVERURIE ROAD	*SCLATTIE ROUNDABOUT*	*RIGHT - 3RD EXIT*
SCLATTIE ROUNDABOUT	*BANKHEAD AVENUE*	
BANKHEAD AVENUE	*BUCKSBURN DEPOT*	*RIGHT*

Silver route 8



SILVER ROUTE 8		
STREET	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	*LEFT*
ABBOTSWELL ROAD	*ABBOTSWELL ROAD ROUNDABOUT*	*RIGHT - 2ND EXIT*
ABBOTSWELL ROAD ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI ROUNDABOUT*	*RIGHT- 3RD EXIT*
KING GEORGE VI ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*DUTHIE PARK ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
DUTHIE PARK ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*WHINHILL ROUNDABOUT*	*LEFT - 1ST EXIT*
WHINHILL ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*HOLBURN ROUNDABOUT*	*RIGHT - 2ND EXIT*
HOLBURN ROUNDABOUT	*HOLBURN STREET*	
HOLBURN STREET	*UNION GROVE*	*LEFT*
UNION GROVE	*ST SWITHIN STREET*	*RIGHT*
ST SWITHIN STREET	*QUEENS CROSS*	*STRAIGHT ON - 2ND EXIT*
QUEENS CROSS	**FOUNTAINHALL ROAD**	**STRAIGHT ON - 2ND EXIT**
FOUNTAINHALL ROAD	*KINGS GATE*	**LEFT**
KINGS GATE	**FOREST ROAD**	**LEFT**
FOREST ROAD	**QUEENS GATE**	**STRAIGHT ON 2ND EXIT**
QUEENS GATE	**FOREST AVENUE**	
FOREST AVENUE	**RENDEZVOUS ROUNDABOUT**	**COMPLETE - 4TH EXIT**
RENDEZVOUS ROUNDABOUT	**FOREST AVENUE**	
FOREST AVENUE	**QUEENS GATE**	**STRAIGHT ON 2ND EXIT**

QUEENS GATE	**FOREST ROAD**	
FOREST ROAD	**KINGS GATE**	**LEFT**
KINGS GATE	**KINGS CROSS**	**STRAIGHT ON 2ND EXIT**
KINGS CROSS	**KINGS GATE**	
KINGS GATE	**SUMMERHILL ROAD**	**RIGHT**
SUMMERHILL ROAD	**MASTRICK DRIVE**	**STRAIGHT ON**
MASTRICK DRIVE	**WHITEMYRES AVENUE**	**LEFT**
WHITEMYRES AVENUE	**WHITEMYRES PLACE**	**LEFT**
WHITEMYRES PLACE	**LANG STRACHT**	**LEFT**
LANG STRACHT	*MASTRICK DRIVE*	**LEFT**
MASTRICK DRIVE	**ARNAGE DRIVE**	**RIGHT**
ARNAGE DRIVE	**NEWPARK PLACE**	**LEFT**
NEWPARK PLACE	**MASTRICK ROAD**	**LEFT**
MASTRICK ROAD	*GREENFERN ROAD*	*FOLLOW ON TO*
GREENFERN ROAD	*FERNHILL DRIVE*	*LEFT*
FERNHILL DRIVE	**LANG STRACHT**	**LEFT**
LANG STRACHT	*STRONSAY DRIVE*	*RIGHT*
STRONSAY DRIVE	**KINGS GATE**	**RIGHT**
KINGS GATE	**HAZELHEAD ROUNDABOUT**	**COMPLETE - 4TH EXIT**
HAZELHEAD ROUNDABOUT	**KINGS GATE**	
KINGS GATE	**SUMERHILL ROAD**	**LEFT**
SUMERHILL ROAD	*LANG STRACHT*	*LEFT*
LANG STRACHT	*ROUSAY DRIVE*	*LEFT*
ROUSAY DRIVE	**EDAY ROAD**	**LEFT**
EDAY ROAD	**STRONSAY DRIVE**	**LEFT**
STRONSAY DRIVE	*LANG STRACHT*	*LEFT*
LANG STRACHT	*SPRINGHILL ROAD*	*RIGHT*
SPRINGHILL ROAD	**GREENFERN ROAD**	**RIGHT**
GREENFERN ROAD	**GREENFERN ROAD BUS LOOP**	**2ND ENTRY - LEFT**
GREENFERN ROAD BUS LOOP	**GREENFERN ROAD**	**LEFT**
GREENFERN ROAD	**UPPER MASTRICK WAY**	**LEFT**
UPPER MASTRICK WAY	**PROVOST FRASER DRIVE**	**LEFT**
PROVOST FRASER DRIVE	**SPRINGHILL ROAD**	**LEFT**
SPRINGHILL ROAD	**GREENFERN ROAD**	**LEFT**

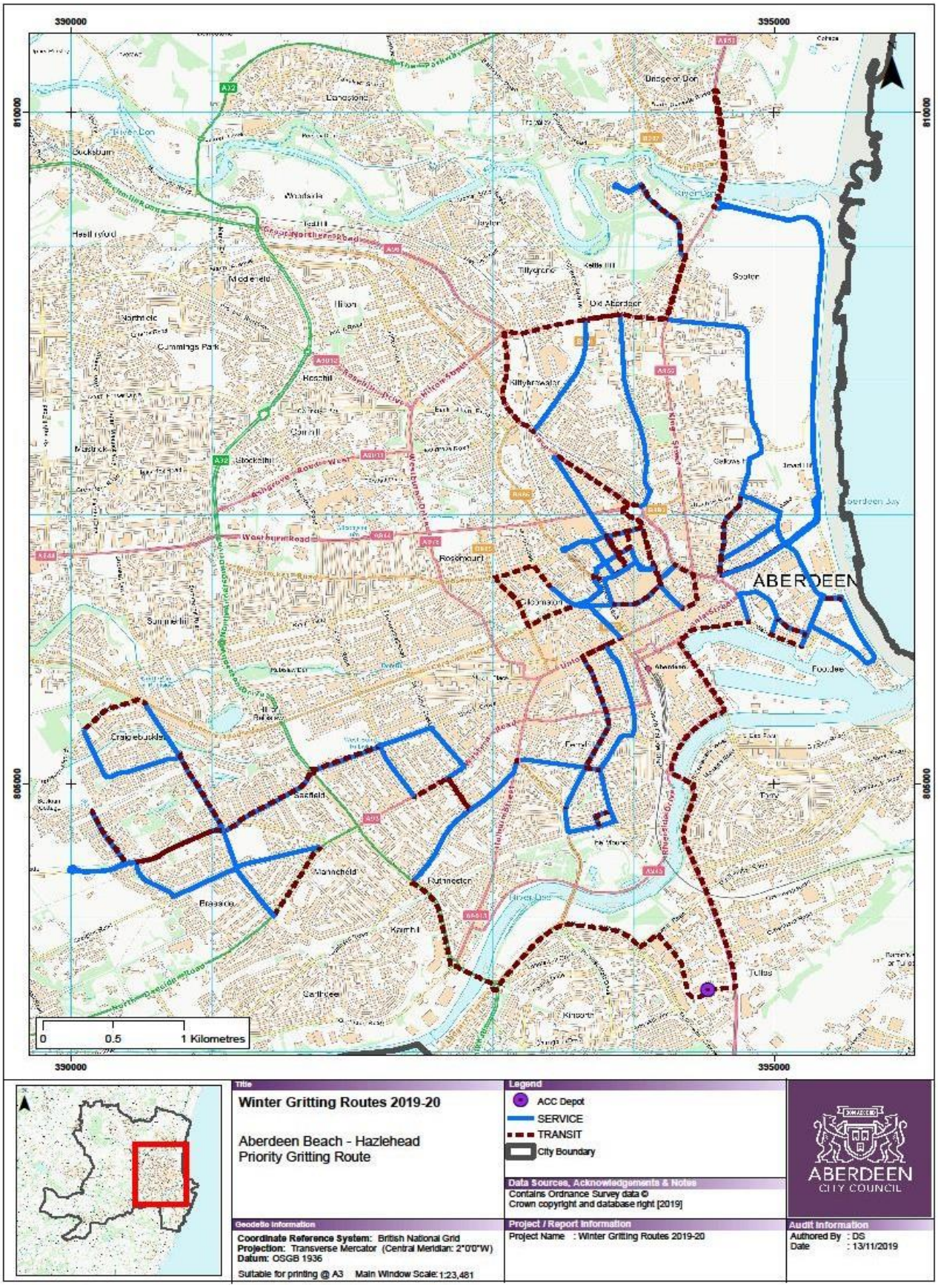
GREENFERN ROAD	*MASTRICK ROAD*	*FOLLOW ON TO*
MASTRICK ROAD	**NORTH ANDERSON DRIVE**	**LEFT**
NORTH ANDERSON DRIVE	*CAIRNCRY ROUNDABOUT*	*LEFT - 1ST EXIT*
CAIRNCRY ROUNDABOUT	**PROVOST FRASER DRIVE**	**LEFT - 1ST EXIT**
PROVOST FRASER DRIVE	**BYRON AVENUE**	**RIGHT**
STREET	**TO**	**DIRECTION**
BYRON AVENUE	**BYRON SQUARE**	**RIGHT**
BYRON SQUARE	**BYRON SQUARE**	**RIGHT**
BYRON SQUARE	**BYRON AVENUE**	**LEFT**
BYRON AVENUE	**BREBNER TERRACE**	**RIGHT**
BREBNER TERRACE	**DAVIDSON GARDENS**	**STRAIGHT**
DAVIDSON GARDENS	**HOWES ROAD**	**STRAIGHT**
HOWES ROAD	**HOWES ROAD BUS LOOP**	**LEFT**
HOWES ROAD BUS LOOP	**HOWES ROAD**	**RIGHT**
HOWES ROAD	**DAVIDSON GARDENS**	**STRAIGHT**
DAVIDSON GARDENS	**BREBNER TERRACE**	**STRAIGHT**
BREBNER TERRACE	**BYRON AVENUE**	**LEFT**
BYRON AVENUE	**BYRON SQUARE**	**RIGHT**
BYRON SQUARE	**QUARRY ROAD**	**FOLLOW ON TO**
QUARRY ROAD	**CUMMINGS PARK CRESCENT**	**MINI ROUNDABOUT - STRAIGHT ON**
CUMMINGS PARK CRESCENT	**CUMMINGS PARK CRESCENT**	**STRAIGHT ON**
CUMMINGS PARK CRESCENT	**CUMMINGS PARK CIRCLE**	**RIGHT**
CUMMINGS PARK CIRCLE	**MOIR CRESCENT**	**LEFT**
MOIR CRESCENT	**PROVOST RUST DRIVE**	**RIGHT**
PROVOST RUST DRIVE	**PROVOST RUST DRIVE**	**LEFT**
PROVOST RUST DRIVE	**GRANITEHILL ROAD**	**LEFT**
GRANITEHILL ROAD	**QUARRY ROAD**	**RIGHT**
QUARRY ROAD	*BYRON SQUARE*	*FOLLOW ON TO*
BYRON SQUARE	*BYRON AVENUE*	*LEFT*
BYRON AVENUE	*PROVOST FRASER DRIVE*	*RIGHT*
PROVOST FRASER DRIVE	*SPRINGHILL ROAD*	*RIGHT*
SPRINGHILL ROAD	**PROVOST RUST DRIVE**	**LEFT**
PROVOST RUST DRIVE	**PROVOST RUST DRIVE BUS LOOP**	**ROUND BUS LOOP**

PROVOST RUST DRIVE BUS LOOP	**PROVOST RUST DRIVE**	
PROVOST RUST DRIVE	**MANOR AVENUE**	**LEFT**
MANOR AVENUE	**LOGIE TERRACE**	**LEFT**
LOGIE TERRACE	**LOGIE PLACE**	**RIGHT**
LOGIE PLACE	**MANOR TERRACE**	**RIGHT**
MANOR AVENUE	**NORTH ANDERSON DRIVE**	**LEFT**
NORTH ANDERSON DRIVE	*HOUDAGAIN ROUNDABOUT*	*ROUND - 4TH EXIT*
HOUDAGAIN ROUNDABOUT	*NORTH ANDERSON DRIVE*	
NORTH ANDERSON DRIVE	*CLIFTON ROAD*	*LEFT*
CLIFTON ROAD	**HILTON ROAD**	**RIGHT**
HILTON ROAD	**NORTH ANDERSON DRIVE**	**LEFT**
NORTH ANDERSON DRIVE	*ROSEHILL ROUNDABOUT*	*RIGHT - 3RD EXIT*
ROSEHILL ROUNDABOUT	*PROVOST RUST DRIVE*	
PROVOST RUST DRIVE	*MANOR AVENUE*	*RIGHT*
MANNOR TERRACE	*MANOR AVENUE*	*LEFT*
MANOR AVENUE	*HILTON DRIVE*	*STRAIGHT ON - BUS GATE*
HILTON DRIVE	**SIX ROADS ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
SIX ROADS ROUNDABOUT	**BACK HILTON ROAD**	**STRAIGHT ON - 2ND EXIT**
BACK HILTON ROAD	**BERRYDEN ROAD**	**FOLLOW ON TO**
BERRYDEN ROAD	**BELMONT ROAD**	**LEFT**
BELMONT ROAD	**POWIS TERRACE**	**LEFT**
POWIS TERRACE	**CLIFTON ROAD**	**KEEP LEFT**
CLIFTON ROAD	**HILTON ROAD**	**LEFT**
HILTON ROAD	**NORTH ANDERSON DRIVE**	**LEFT**
NORTH ANDERSON DRIVE	*ROSEHILL ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
ROSEHILL ROUNDABOUT	*NORTH ANDERSON DRIVE*	
NORTH ANDERSON DRIVE	*MURDO'S ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
MURDO'S ROUNDABOUT	*FORESTERHILL ROAD*	
FORESTERHILL ROAD	**CORNHILL ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
CORNHILL ROUNDABOUT	**FORESTERHILL ROAD**	
FORESTERHILL ROAD	**ASHGROVE ROAD WEST**	**LEFT**
ASHGROVE ROAD WEST	**ASHGROVE ROAD**	**STRAIGHT ON**
ASHGROVE ROAD	**POWIS TERRACE**	**LEFT**

POWIS TERRACE	**CLIFTON ROAD**	**KEEP LEFT**
CLIFTON ROAD	**HILTON AVENUE**	**LEFT**
HILTON AVENUE	**ROSEHILL DRIVE**	**RIGHT**
ROSEHILL DRIVE	**ROSEHILL ROUNDABOUT**	**ROUND - 4TH EXIT**
ROSEHILL ROUNDABOUT	*ROSEHILL DRIVE*	*ROUND 4TH EXIT*
ROSEHILL DRIVE	**SIX ROADS ROUNDABOUT**	**RIGHT TO ROUNDABOUT**
SIX ROADS ROUNDABOUT	**CAIRNCRY ROAD**	**RIGHT - 4TH EXIT**
CAIRNCRY ROAD	**MURDO'S ROUNDABOUT**	**LEFT - 1ST EXIT**
MURDO'S ROUNDABOUT	*FORESTERHILL ROAD*	*LEFT - 1ST EXIT*
FORESTERHILL ROAD	**CORNHILL ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
CORNHILL ROUNDABOUT	**FORESTERHILL ROAD**	
FORESTERHILL ROAD	**ASHGROVE ROAD WEST**	**RIGHT**
ASHGROVE ROAD WEST	**NORTH ANDERSON DRIVE**	**LEFT**
NORTH ANDERSON DRIVE	*MIDSTOCKET ROAD*	*LEFT*
MIDSTOCKET ROAD	**CAMPERDOWN ROAD**	**LEFT**
CAMPERDOWN ROAD	**WESTBURN ROAD**	**LEFT**
WESTBURN ROAD	**HARCOURT ROAD**	**LEFT**
HARCOURT ROAD	**MIDSTOCKET ROAD**	**LEFT**
MIDSTOCKET ROAD	**ROSEMOUNT PLACE**	**LEFT**
ROSEMOUNT PLACE	**ROSEMOUNT ROUNDABOUT**	**LEFT - 1ST EXIT**
ROSEMOUNT ROUNDABOUT	**SKENE SQUARE**	
SKENE SQUARE	**ROSEMOUNT TERRACE**	**LEFT**
ROSEMOUNT TERRACE	**WESTBURN ROAD**	**LEFT**
WESTBURN ROAD	**MOUNT STREET**	**LEFT**
MOUNT STREET	**ROSEMOUNT PLACE**	**RIGHT**
ROSEMOUNT PLACE	**ESSLEMONT AVENUE**	**LEFT**
ESSLEMONT AVENUE	**SKENE STREET**	**LEFT**
SKENE STREET	**ROSEMOUNT VIADUCT**	**LEFT**
ROSEMOUNT VIADUCT	**SOUTH MOUNT STREET**	**FOLLOW ON TO**
SOUTH MOUNT STREET	**ROSEMOUNT PLACE**	**LEFT**
ROSEMOUNT PLACE	**BEECHGROVE TERRACE**	**STRAIGHT ON**
BEECHGROVE TERRACE	**FOUNTAINHALL ROAD**	**LEFT**
FOUNTAINHALL ROAD	**QUEENS CROSS**	**STRAIGHT ON - 2ND EXIT**
QUEENS CROSS	**ST SWITHIN STREET**	
ST SWITHIN STREET	**UNION GROVE**	**LEFT**

UNION GROVE	**HOLBURN STREET**	**LEFT**
HOLBURN STREET	**UNION STREET**	**RIGHT**
UNION STREET	**ROSE STREET**	**LEFT**
ROSE STREET	**SKENE STREET**	**LEFT**
SKENE STREET	**CARDEN PLACE**	**FOLLOW ON TO**
CARDEN PLACE	**ALBYN PLACE**	**LEFT**
ALBYN PLACE	**ALFORD PLACE**	**FOLLOW ON TO**
ALFORD PLACE	**HOLBURN STREET**	**RIGHT**
HOLBURN STREET	**HOLBURN ROUNDABOUT**	**STRAIGHT - 2ND EXIT**
HOLBURN ROUNDABOUT	*GREAT SOUTHERN ROAD*	*STRAIGHT - 2ND EXIT*
GREAT SOUTHERN ROAD	*WHINHILL ROUNDABOUT*	*RIGHT - 2ND EXIT*
WHINHILL ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*DUTHIE PARK ROUNDABOUT*	*STRAIGHT - 2ND EXIT*
DUTHIE PARK ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*KING GEORGE VI ROUNDABOUT*	*LEFT - 1ST EXIT*
KING GEORGE VI ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*ABBOTSHALL ROUNDABOUT*	*LEFT - 1ST EXIT*
ABBOTSHALL ROUNDABOUT	*ABBOTSHALL ROAD*	
ABBOTSHALL ROAD	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*DEPOT*	*LEFT*

Silver route 9



SILVER ROUTE 9		
STREET	**TO**	**DIRECTION**
WEST TULLOS DEPOT	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*ABBOTSWELL ROAD*	*LEFT*
ABBOTSWELL ROAD	*ABBOTSWELL ROUNDABOUT*	*RIGHT - 2ND EXIT*
ABBOTSWELL ROUNDABOUT	*WEST TULLOS ROAD*	
WEST TULLOS ROAD	*KING GEORGE VI ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
KING GEORGE VI ROUNDABOUT	*GREAT SOUTHERN ROAD*	
GREAT SOUTHERN ROAD	*BRIDGE OF DEE ROUNDABOUT*	*RIGHT - 3RD EXIT*
BRIDGE OF DEE ROUNDABOUT	*STONEHAVEN ROAD*	
STONEHAVEN ROAD	*GARTHDEE ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
GARTHDEE ROUNDABOUT	*SOUTH ANDERSON DRIVE*	
SOUTH ANDERSON DRIVE	*BROOMHIL ROUNDABOUT*	*RIGHT - 3RD EXIT*
BROOMHIL ROUNDABOUT	*BROOMHILL ROAD*	
BROOMHILL ROAD	**PITSTRUAN PLACE**	**LEFT**
PITSTRUAN PLACE	*GREAT WESTERN ROAD*	*LEFT*
GREAT WESTERN ROAD	*FOREST AVENUE*	*RIGHT*
FOREST AVENUE	**RENDEZVOUS ROUNDABOUT**	**LEFT**
RENDEZVOUS ROUNDABOUT	**CROMWELL ROAD**	**LEFT - 1ST EXIT**
CROMWELL ROAD	**SEAFIELD ROUNDABOUT**	**STRAIGHT ON - 2ND EXIT**
SEAFIELD ROUNDABOUT	*SEAFIELD ROAD*	*STRAIGHT ON - 2ND EXIT*
SEAFIELD ROAD	**COUNTESSWELLS ROAD**	**STRAIGHT ON**
COUNTESSWELLS ROAD	**COUNTESSWELLS ROAD**	**FOLLOW ON TO**
COUNTESSWELLS ROAD	*COUNTESSWELLS ROAD*	*STRAIGHT ON*
COUNTESSWELLS ROAD	**SLOPEFIELD ROUNDABOUT**	**ROUND - 3RD EXIT**
SLOPEFIELD ROUNDABOUT	**COUNTESSWELLS ROAD**	
COUNTESSWELLS ROAD	**COUNTESSWELLS AVENUE**	**LEFT**
COUNTESSWELLS AVENUE	**COUNTESSWELLS AVENUE**	**TURN AROUND**
COUNTESSWELLS AVENUE	*COUNTESSWELLS ROAD*	*LEFT*

COUNTESSWELLS ROAD	**SPRINGFIELD ROAD**	**LEFT**
SPRINGFIELD ROAD	**QUEENS ROAD**	**LEFT**
QUEENS ROAD	*HAZELDENE ROAD*	*LEFT*
HAZELDENE ROAD	*CRAIGIEBUCKLER AVENUE*	*LEFT*
CRAIGIEBUCKLER AVENUE	**SPRINGFIELD ROAD**	**RIGHT**
SPRINGFIELD ROAD	*SPRINGFIELD ROAD*	*STRAIGHT ON*
SPRINGFIELD ROAD	**SPRINGFIELD ROAD**	**STRAIGHT ON**
SPRINGFIELD ROAD	**CRAIGTON ROAD**	**LEFT**
CRAIGTON ROAD	**GREAT WESTERN ROAD**	**RIGHT**
GREAT WESTERN ROAD	*ST JOHNS TERRACE*	*FOLLOW ON TO*
ST JOHNS TERRACE	*SPRINGFIELD ROAD*	*RIGHT*
SPRINGFIELD ROAD	**CRAIGTON ROAD**	**LEFT**
CRAIGTON ROAD	**AIRYHALL AVENUE**	**RIGHT**
AIRYHALL AVENUE	**COUNTESSWELLS ROAD**	**RIGHT**
COUNTESSWELLS ROAD	*COUNTESSWELLS ROAD*	*RIGHT*
COUNTESSWELLS ROAD	*SEAFIELD ROAD*	*FOLLOW ON TO*
SEAFIELD ROAD	*SEAFIELD ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
SEAFIELD ROUNDABOUT	*CROMWELL ROAD*	
CROMWELL ROAD	*RENDEZVOUS ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
RENDEZVOUS ROUNDABOUT	**UNION GROVE**	**STRAIGHT ON - 2ND EXIT**
UNION GROVE	**ASHLEY ROAD**	**RIGHT**
ASHLEY ROAD	**GREAT WESTERN ROAD**	**RIGHT**
GREAT WESTERN ROAD	**PITSTRUAN PLACE**	**LEFT**
PITSTRUAN PLACE	*BROOMHILL ROAD*	*LEFT*
BROOMHILL ROAD	**HOLBURN STREET**	**STRAIGHT ON - 2ND EXIT**
HOLBURN STREET	**HOLBURN ROUNDABOUT**	**RIGHT - 2ND EXIT**
HOLBURN ROUNDABOUT	*FONTHILL ROAD*	*RIGHT - 2ND EXIT*
FONTHILL ROAD	**BON ACCORD STREET**	**LEFT**
BON ACCORD STREET	**UNION STREET**	**RIGHT**
UNION STREET	*CROWN STREET*	*RIGHT*
CROWN STREET	**FERRYHILL ROAD**	**RIGHT**
FERRYHILL ROAD	**FONTHILL ROAD**	**FOLLOW ON TO**
FONTHILL ROAD	**WHINHILL ROAD**	**LEFT**
WHINHILL ROAD	**WHINHILL ROUNDABOUT**	**STRAIGHT ON - 1ST EXIT**

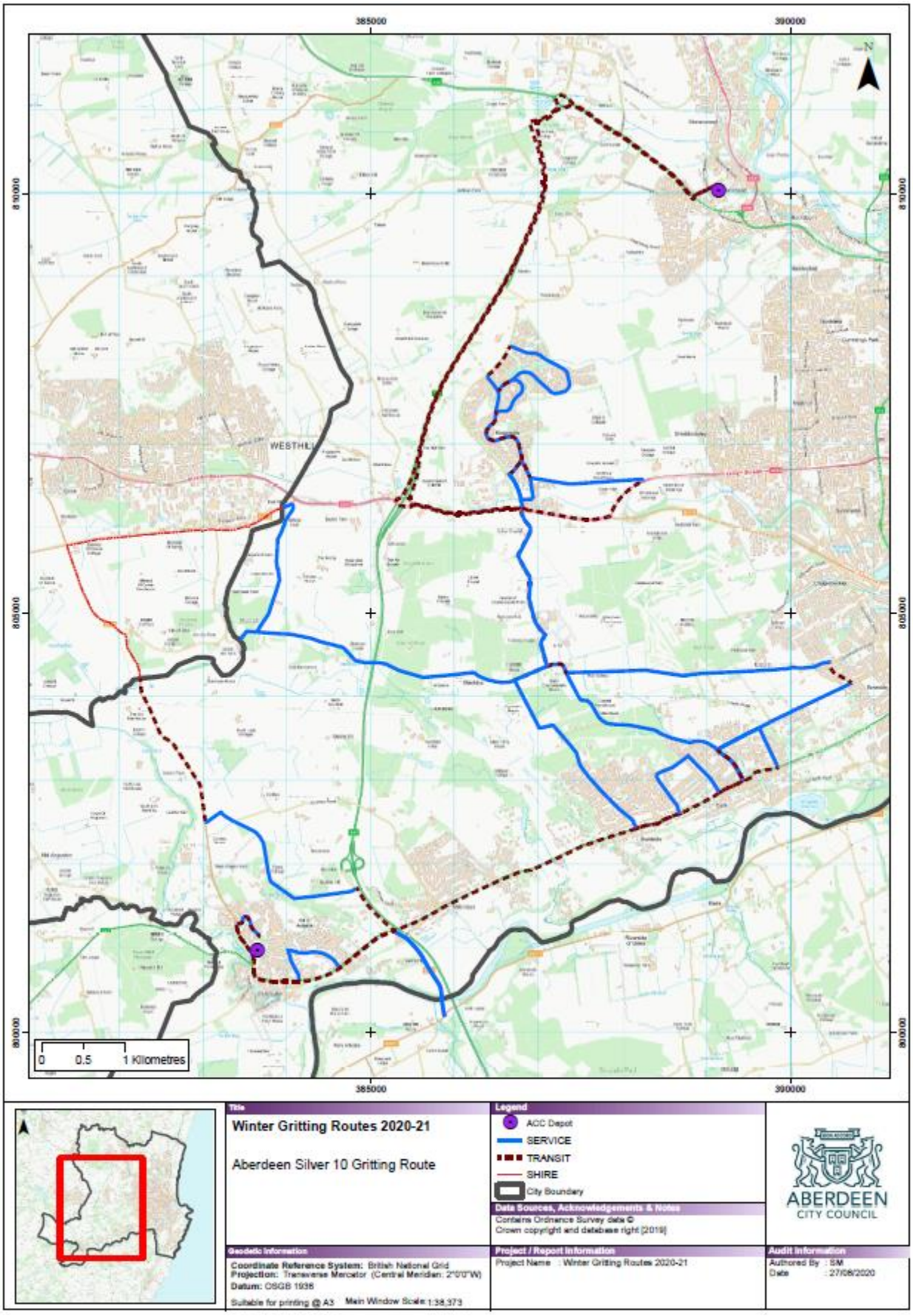
WHINHILL ROUNDABOUT	*GREAT SOUTHERN ROAD*	*STRAIGHT ON - 1ST EXIT*
GREAT SOUTHERN ROAD	**MURRAY TERRACE**	**LEFT**
MURRAY TERRACE	**BRIGHT STREET**	**LEFT**
BRIGHT STREET	**BRUNSWICK PLACE**	**RIGHT**
BRUNSWICK PLACE	**POLMUIR ROAD**	**RIGHT**
POLMUIR ROAD	**MURRAY TERRACE**	**RIGHT**
MURRAY TERRACE	**BRIGHT STREET**	**RIGHT**
BRIGHT STREET	*BRUNSWICK PLACE*	*RIGHT*
BRUNSWICK PLACE	*POLMUIR ROAD*	*LEFT*
POLMUIR ROAD	**FERRYHILL ROAD**	**LEFT**
FERRYHILL ROAD	*BON ACCORD STREET*	*RIGHT*
BON ACCORD STREET	*UNION STREET*	*RIGHT*
UNION STREET	*UNION TERRACE*	*LEFT*
UNION TERRACE	**ROSEMOUNT VIADUCT**	**LEFT**
ROSEMOUNT VIADUCT	**SOUTH MOUNT STREET**	**FOLLOW ON TO**
SOUTH MOUNT STREET	*ROSEMOUNT PLACE*	*LEFT*
ROSEMOUNT PLACE	*ESSLEMONT AVENUE*	*LEFT*
ESSLEMONT AVENUE	*SKENE STREET*	*LEFT*
SKENE STREET	*SKENE STREET*	*FOLLOW ON TO*
SKENE STREET	**WOOLMANHILL ROUNDABOUT**	**ROUND - 4TH EXIT**
WOOLMANHILL ROUNDABOUT	*SKENE STREET*	*ROUND - 4TH EXIT*
SKENE STREET	*ROSEMOUNT VIADUCT*	*LEFT*
ROSEMOUNT VIADUCT	**SCHOOLHILL**	**FOLLOW ON TO**
SCHOOLHILL	**UPPERKIRKGATE**	**FOLLOW ON TO**
UPPERKIRKGATE	**GALLOWGATE**	**LEFT**
GALLOWGATE	**LITTLE JOHN STREET**	**RIGHT**
LITTLE JOHN STREET	**WEST NORTH STREET**	**RIGHT**
WEST NORTH STREET	*KING STREET*	*RIGHT*
KING STREET	*CASTLE STREET*	*FOLLOW ON TO*
CASTLE STREET	*UNION STREET*	*FOLLOW ON TO*
UNION STREET	*BROAD STREET*	*RIGHT*
BROAD STREET	**GALLOWGATE**	**FOLLOW ON TO**
GALLOWGATE	*MOUNTHOOLY ROUNDABOUT*	*STRAIGHT ON - 2ND EXIT*
MOUNTHOOLY ROUNDABOUT	*CAUSEWAYEND*	
CAUSEWAYEND	*POWIS PLACE*	*FOLLOW ON TO*
GEORGE STREET	**JOHN STREET**	**LEFT**
POWIS PLACE	*GEORGE STREET*	*LEFT*

JOHN STREET	**LOCH STREET**	**RIGHT**
LOCH STREET	**BERRY STREET**	**LEFT - 1ST EXIT**
BERRY STREET	**GALLOWGATE**	**LEFT**
GALLOWGATE	*SPRING GARDEN*	*LEFT*
SPRING GARDEN	**GEORGE STREET**	**LEFT**
GEORGE STREET	*JOHN STREET*	*LEFT*
JOHN STREET	*LOCH STREET*	*LEFT*
LOCH STREET	*SPRING GARDEN*	*LEFT*
SPRING GARDEN	**GEORGE STREET**	**LEFT**
GEORGE STREET	*ST ANDREW STREET*	*RIGHT*
ST ANDREW STREET	**BLACKFRIARS STREET**	**STRAIGHT ON**
BLACKFRIARS STREET	**BLACKFRIARS STREET**	**FOLLOW ROUND TO**
BLACKFRIARS STREET	**SCHOOLHILL**	**LEFT**
SCHOOLHILL	*UPPERKIRKGATE*	*FOLLOW ON TO*
UPPERKIRKGATE	*GALLOWGATE*	*LEFT*
GALLOWGATE	*BERRY STREET*	*LEFT*
BERRY STREET	**LOCH STREET**	**STRAIGHT ON - 2ND EXIT**
LOCH STREET	**ST ANDREW STREET**	**LEFT**
ST ANDREW STREET	**CHARLOTTE STREET**	**RIGHT**
CHARLOTTE STREET	**JOHN STREET**	**LEFT**
JOHN STREET	**WOOLMANHILL ROUNDABOUT**	**ROUND - 4TH EXIT**
WOOLMANHILL ROUNDABOUT	*JOHN STREET*	*ROUND - 4TH EXIT*
JOHN STREET	**GEORGE STREET**	**RIGHT**
GEORGE STREET	*ST ANDREW STREET*	*RIGHT*
ST ANDREW STREET	*CHARLOTTE STREET*	*RIGHT*
CHARLOTTE STREET	**MABERLEY STREET**	**STRAIGHT ON**
MABERLEY STREET	**ROSEMOUNT ROUNDABOUT**	**ROUND - 4TH EXIT**
ROSEMOUNT ROUNDABOUT	**MABERLEY STREET**	
MABERLEY STREET	**SPRING GARDEN**	**STRAIGHT ON**
SPRING GARDEN	*GALLOWGATE*	*LEFT*
GALLOWGATE	*MOUNTHOOLY ROUNDABOUT*	*RIGHT - 3RD EXIT*
MOUNTHOOLY ROUNDABOUT	*MOUNTHOOLY*	
MOUNTHOOLY	**KINGS CRESCENT**	**LEFT**
KINGS CRESCENT	**SPITAL**	**FOLLOW ON TO**
SPITAL	**COLLEGE STREET**	**FOLLOW ON TO**
COLLEGE STREET	**HIGH STREET**	**FOLLOW ON TO**

STREET	TO	DIRECTION
HIGH STREET	**ST MACHAR DRIVE**	**LEFT**
ST MACHAR DRIVE	*BEDFORD ROAD*	*LEFT*
BEDFORD ROAD	**POWIS TERRACE**	**RIGHT**
POWIS TERRACE	*GREAT NORTHERN ROAD*	*FOLLOW ON TO*
GREAT NORTHERN ROAD	*KITTYBREWSTER ROUNDABOUT*	*RIGHT 4TH EXIT*
KITTYBREWSTER ROUNDABOUT	*ST MACHAR DRIVE*	
ST MACHAR DRIVE	*SEATON ROUNDABOUT*	*LEFT - 1ST EXIT*
SEATON ROUNDABOUT	*KING STREET*	
KING STREET	*DON STREET*	*LEFT*
DON STREET	**HILLHEAD CAMPUS BUS TURN POINT**	**LEFT**
HILLHEAD CAMPUS BUS TURN POINT	**DON STREET**	**TURN AT TURN POINT**
DON STREET	*KING STREET*	*RIGHT*
KING STREET	*SEATON ROUNDABOUT*	*LEFT - 1ST EXIT*
SEATON ROUNDABOUT	*SCHOOL ROAD*	
SCHOOL ROAD	**GOLF ROAD**	**FOLLOW RIGHT**
GOLF ROAD	**PARK ROAD**	**FOLLOW ON TO**
PARK ROAD	**PARK STREET**	**FOLLOW ON TO**
PARK STREET	**BEACH BOULEVARD ROUNDABOUT**	**LEFT - 1ST EXIT**
BEACH BOULEVARD ROUNDABOUT	**BEACH BOULEVARD**	
BEACH BOULEVARD	**LINKS ROAD**	**LEFT**
LINKS ROAD	**CONSTITUTION STREET**	**LEFT**
CONSTITUTION STREET	**PARK STREET**	**LEFT**
PARK STREET	*BEACH BOULEVARD ROUNDABOUT*	*LEFT - 1ST EXIT*
BEACH BOULEVARD ROUNDABOUT	*BEACH BOULEVARD*	
BEACH BOULEVARD	*LINKS ROAD*	*LEFT*
LINKS RIOAD	**URQUHART ROAD**	**LEFT**
URQUHART ROAD	**PARK ROAD**	**LEFT**
PARK ROAD	*PARK STREET*	*FOLLOW ON TO*
PARK STREET	*BEACH BOULEVARD ROUNDABOUT*	*LEFT - 1ST EXIT*
BEACH BOULEVARD ROUNDABOUT	*BEACH BOULEVARD*	
BEACH BOULEVARD	**ESPLANADE**	**STRAIGHT ON - 2ND EXIT**
ESPLANADE	**KING STREET**	**RIGHT**
KING STREET	*ELLON ROAD*	*FOLLOW ON TO*
ELLON ROAD	*GORDON BARRACKS ROUNDABOUT*	*ROUND - 4TH EXIT*

GORDON BARRACKS ROUNDABOUT	*ELLON ROAD*	
ELLON ROAD	*KING STREET*	*FOLLOW ON TO*
KING STREET	*ESPLANADE*	*LEFT*
ESPLANADE	**BEACH BOULEVARD**	**STRAIGHT ON - 1ST EXIT**
BEACH BOULEVARD	**LINKS ROAD**	**LEFT**
LINKS ROAD	**QUEENS LINKS ROUNDABOUT**	**LEFT - 2ND EXIT**
QUEENS LINKS ROUNDABOUT	**LINKS ROAD**	
LINKS ROAD	**ESPLANADE ROUNDABOUT**	**ROUND - 3RD EXIT**
ESPLANADE ROUNDABOUT	**LINKS ROAD**	
LINKS ROAD	**QUEENS LINKS ROUNDABOUT**	**LEFT - 1ST EXIT**
QUEENS LINKS ROUNDABOUT	**WELLINGTON STREET**	
WELLINGTON STREET	**YORK STREET**	**LEFT**
YORK STREET	**ESPLANADE**	**LEFT**
ESPLANADE	**LINKS ROAD**	**LEFT - 1ST EXIT**
LINKS ROAD	*QUEENS LINKS ROUNDABOUT*	*LEFT - 1ST EXIT*
QUEENS LINKS ROUNDABOUT	*WELLINGTON STREET*	
WELLINGTON STREET	**ST CLEMENT STREET**	**LEFT**
ST CLEMENT STREET	**CHURCH STREET**	**RIGHT**
CHURCH STREET	**WATERLOO QUAY**	**LEFT**
WATERLOO QUAY	*WELLINGTON STREET*	*LEFT*
WELLINGTON STREET	**ST CLEMENT STREET**	**LEFT**
ST CLEMENT STREET	*MILLAR STREET*	*RIGHT*
MILLAR STREET	**CASTLE TERRACE**	**FOLLOW ON TO**
CASTLE TERRACE	**COMMERCE STREET**	**LEFT**
COMMERCE STREET	**REGENT QUAY**	**RIGHT**
REGENT QUAY	*VIRGINIA STREET*	*LEFT*
VIRGINIA STREET	*MARKET STREET*	*LEFT*
MARKET STREET	*NORTH ESPLANADE WEST*	*RIGHT*
NORTH ESPLANADE WEST	*QUEEN ELIZABETH BRIDGE ROUNDABOUT*	*LEFT - 1ST EXIT*
QUEEN ELIZABETH BRIDGE ROUNDABOUT	*QUEEN ELIZABETH BRIDGE*	
QUEEN ELIZABETH BRIDGE	*CRAIGINCHES ROUNDABOUT*	*RIGHT - 3RD EXIT*
CRAIGINCHES ROUNDABOUT	*WELLINGTON ROAD*	
WELLINGTON ROAD	*CRAIGSHAW DRIVE*	*RIGHT*
CRAIGSHAW DRIVE	*WEST TULLOS DEPOT*	*RIGHT*

Silver route 10



SILVER 10		
FROM	**TO**	**DIRECTION**
Bucksburn depot	*Bankhead avenue*	*Left*
Bankhead avenue	*Sclattie roundabout*	*Right - 2nd exit*
Sclattie roundabout	*Inverurie road*	
Inverurie road	*Awpr slip road*	*Left - 1st exit*
Awpr slip road	*Awpr south*	*Follow on to*
Awpr south	*Awpr south kingswells junction*	*Left - 1st exit*
Awpr south kingswells junction	*A944*	
A944	*Kingswells roundabout*	*Straight on - 2nd exit*
Kingswells roundabout	*Skene road*	
Skene road	*Middencraig roundabout*	*Left - 1st exit*
Middencraig roundabout	*Lang stracht*	
Lang stracht	*Lang stracht (bus gate)*	*Left*
Lang stracht (bus gate)	**Fairley road**	**Right**
Fairley road	**Kingswood drive**	**Right**
Kingswood drive	**Kingswells crescent**	**Right**
Kingswells crescent	**Chapel of stoneywood - fairley road**	**Left**
Chapel of stoneywood - fairley road	*Kingswood drive*	*Left*
Kingswood drive	**Kingswells crescent**	**Left**
Kingswells crescent	**Kingswells avenue**	**Right**
Kingswells avenue	**Kingswood drive**	**Left**
Kingswood drive	**Kingswood drive**	**Follow on to**
Kingswood drive	**Chapel of stoneywood - fairley road**	**Left**
Chapel of stoneywood - fairley road	**Fairley road**	**Left**
Fairley road	**Fairley road**	**Left**
Fairley road	**Fairley road**	**Follow on to**
FROM	**TO**	**DIRECTION**
Fairley road	*Kingswood drive*	*Left*
Kingswood drive	*Chapel of stoneywood - fairley road*	*Left*
Chapel of stoneywood - fairley road	**Kingswells roundabout**	**Straight on - 2nd exit**
Kingswells roundabout	**Cults - kingshill road**	
Cults - kingshill road	**Blacktop road**	**Right**
Blacktop road	**Bishopdams road**	**Turn around**
Bishopdams road	**B9119 to city limit**	**Left**
B9119 to city limit	**B9119**	**Straight on**
B9119	*Prospect roundabout*	*Straight on - 2nd exit*
Prospect roundabout	*B9119*	
B9119	*TAQA roundabout*	*Straight on - 2nd exit*
TAQA roundabout	*B9119*	
B9119	*Total roundabout*	*Straight on - 2nd exit*
Total roundabout	*B9119*	
B9119	*Carnie roundabout*	*Left - 1st exit*
Carnie roundabout	*Malcolm road to city limit*	
Malcolm road to city limit	*Malcolm road*	*Follow on*

Malcolm road	*Contlaw road*	*Left*
Contlaw road	**Culter house road**	**Follow on to**
Culter house road	**Awpr access road**	**Right**
Awpr access road	*North deeside road*	*Right*
North deeside road	*Malcolm road*	*Right*
Malcolm road	*Johnston gardens*	*Right*
Johnston gardens	**Johnston gardens**	**Turn at bus terminus**
Johnston gardens	*Malcolm road*	*Right*
Malcolm road	*North deeside road*	*Left*
FROM	**TO**	**DIRECTION**
North deeside road	*School road*	*Left*
School road	**Coronation road**	**Right**
Coronation road	**North deeside road**	**Left**
North deeside road	**Milltimber brae**	**Right**
Milltimber brae	**Milltimber brae**	**Turn**
Milltimber brae	**North deeside road**	**Right**
North deeside road	**Kirk brae**	**Left**
Kirk brae	**Blacktop road**	**Straight on**
Blacktop road	**Baillieswells road**	**Left**
Baillieswells road	**North deeside road**	**Left**
North deeside road	**Quarry road**	**Left**
Quarry road	**Hillview crescent**	**Right**
Hillview crescent	**Cults avenue**	**Right**
Cults avenue	**North deeside road**	**Left**
North deeside road	*Kirk brae*	*Left*
Kirk brae	*Friarsfield road*	*Right*
Friarsfield road	**Abbotshall road**	**Right**
Abbotshall road	**North deeside road**	**Right**
North deeside road	**Kirk brae**	**Right**
Kirk brae	**Friarsfield road**	**Right**
Friarsfield road	**Craigton road**	**Follow on to**
Craigton road	**Airyhall avenue**	**Left**
Airyhall avenue	**Countesswells road**	**Left**
Countesswells road	**Cults - kingshill road**	**Right**
Cults - kingshill road	*Cults - kingshill road*	*Left - 1st exit*
Cults - kingshill road	*A944*	
A944	*Awpr south kingswells junction*	*Right - 5th exit*
Awpr south kingswells junction	*Awpr north*	
Awpr north	*Awpr north*	*Follow on to*
Awpr north	*A96 connector road*	*Right*
A96 connector road	*Airport roundabout*	*Right - 3rd exit*
Airport roundabout	*A96*	
A96	*Sclattie roundabout*	*Left - 1st exit*
Sclattie roundabout	*Bankhead avenue*	
Bankhead avenue	*Bucksburn depot*	*Right*

(c) SNOW CLEARANCE AREAS

After priority routes have been cleared, when lying snow persists this will be tackled on an area basis in accordance with the following areas.

1.	BUCKSBURN	West of Auchmill Rd Dual Carriageway Section	
		South of Bankhead Road Railway Bridge and Greenburn Drive	
2.	DYCE	North of Bankhead Road Railway Bridge and Greenburn Drive	
3.	BRIDGE OF DON	North of Bridge of Don, and North of Brig o' Balgownie	
4.	KINGSWELLS		
		AREAS BOUNDED BY	
5.	NORTHFIELD	NORTH	Heathryfold Housing Scheme
		SOUTH	Provost Fraser Drive
		EAST	North Anderson Drive
		WEST	Howes Road
6.	WOODSIDE	NORTH	River Don
		SOUTH	Rosehill Drive / Back Hilton Road
		EAST	Great Northern Road / Powis Terrace
		WEST	North Anderson Drive
7.	SEATON / TILLYDRONE	NORTH	River Don
		SOUTH	St Machar Drive - School Road
		EAST	Beach Esplanade
		WEST	Donbank Terrace, Don Street / Great Northern Road
8.	MASTRICK	NORTH	Provost Fraser Drive
		SOUTH	Lang Stracht

		EAST	North Anderson Drive
		WEST	Sheddocksley Housing Scheme
9.	CORNHILL / CAIRNCRY	NORTH	Rosehill Drive / Back Hilton Road
		SOUTH	Westburn Road / Hutcheon Street
		EAST	George Street / Powis Terrace
		WEST	North Anderson Drive
10.	OLD ABERDEEN	NORTH	St Machar Drive / School Road
		SOUTH	Hutcheon Street / Nelson Street / Urquhart Road
		EAST	Beach Esplanade
		WEST	Powis Terrace/George Street
11.	ST. CLEMENTS	NORTH	Nelson Street / Urquhart Road / Hutcheon Street
		SOUTH	Regent Quay / Waterloo Quay
		EAST	Beach Esplanade
		WEST	Mount Street / South Mount Street / Rosemount Viaduct / Schoolhill / St
12.	WOODEND / SUMMERHILL	NORTH	Lang Stracht
		SOUTH	Skene Road/Queen's Road
		EAST	Anderson Drive
		WEST	A944 Lang Stracht
13.	MIDSTOCKET / KINS GATE	NORTH	Westburn Road
		SOUTH	Queen's Road / Carden Place / Skene Street
		EAST	Mount Street / South Mount Street
		WEST	Anderson Drive
14.	CENTRAL AREA	NORTH	Skene Street/Schoolhill
		SOUTH	Willowbank Road / Springbank Terrace/Guild Street
		EAST	St Nicholas Street/Market Street
		WEST	Rose Street/Holburn Street
15.	HAZLEHEAD / BRAESIDE	NORTH	Skene Road / Queen's Road
		SOUTH	North Deeside Road / Great Western Road
		EAST	Anderson Drive
		WEST	Woodlands / Craigton Road
16.	HOLBURN / BROOMHILL	NORTH	Queen's Road / Carden Place
		SOUTH	Holburn Street

		EAST	Rose Street
		WEST	South Anderson Drive
17.	FERRYHILL	NORTH	Willowbank Road / Springbank Terrace / Guild Street
		SOUTH	Riverside Drive / North Esplanade West
		EAST	Market Street
		WEST	Holburn Street
18.	TORRY	NORTH	South Esplanade West / East / Greyhope Road
		SOUTH	Tullos Industrial Estate
		EAST	Greyhope Road / Coast Road
		WEST	Wellington Road
19.	MANNOFIELD / GARTHDEE	NORTH	North Deeside Road/Great Western Road
		SOUTH	Garthdee Road
		EAST	South Anderson Drive
		WEST	Pitfodels Station Road
20.	KINCORTH	NORTH	South Deeside Road / Great Southern Road
		SOUTH	Wellington Road (Charleston)
		EAST	Wellington Road
		WEST	City Boundary
21.	COVE	NORTH	Tullos Industrial Estate
		SOUTH	City Boundary
		EAST	Sea
		WEST	Wellington Road
22.	CULTS/BIELDSIDE	NORTH	Countesswells Road
		SOUTH	River Dee
		EAST	Craigton Road / Pitfodels Station Road
		WEST	Hillhead Road
23.	MILLTIMBER	NORTH	A944
		SOUTH	River Dee
		EAST	Hillhead Road
		WEST	Contlaw Road
24.	CULTER	NORTH	City Boundary
		SOUTH	River Dee
		EAST	Contlaw Road
		WEST	Anguston Road

(e) **FOOTWAY ROUTES**

Location of Plant and Resources (Footways)

Area		Plant	Depot
1.	Bucksburn	1 tractor	Bucksburn
2.	Dyce	Shared area 1	
3.	Bridge of Don	3 tractors	Bucksburn
4.	Kingswells	1 tractor	Bucksburn
5.	Northfield	2 tractors	Mastrick
6.	Woodside	Shared area 13	
7.	Seaton / Tilllydrone	1 tractor	Bucksburn
8.	Mastrick	2 tractors	Mastrick
9.	Cornhill / Cairncry	1 tractor	Tullos
10.	Old Aberdeen	Shared Area 7	
11	St Clements	Shared Area 14	
12	Woodend / Summerhill	1 tractor	Tullos
13	Midstocket / Kings Gate	1 tractor	Tullos
14	Central Area	2 tractors	Tullos
15	Hazelhead / Braeside	Shared area 19	
16	Holburn / Broomhill	Shared Area 14	
17	Ferryhill	Shared Area 20	
18	Torry	Shared Area 21	
19	Mannofield / Garthdee	1 tractor	Tullos
20	Kincorth	1 tractor	Tullos
21	Cove	1 tractor	Tullos
22	Cults / Bieldside	1 tractor	Tullos
23	Milltimber	1 tractor	Tullos
24	Culter	1 tractor	Tullos

Priorities in Treatment

When working in above locations, priority to be given to those areas, as part of an area response steep gradients, and to City Centre Routes 1 and 2, in particular.

The footways within Areas 1 to 24 will be treated on an area by area basis. However, within each specific area, the footways indicated in the following footway sections will be given priority within that area.

CITY CENTRE FOOTWAY PRIORITY 1 GRITTING ROUTE 1

Commence Bridge of Dee Roundabout at Holburn Street
Holburn Street East F/P to Riverside Terrace
Drive to Holburn Street at Fonthill Road
Holburn Street East F/P to Union Street
Union Street South F/P to Bridge Street
Bridge Street West F/P to Guild Street
Bridge Street East F/P to Union Street
Union Street South F/P to Market Street
Market Street West F/P to North Esplanade West
Market Street East F/P to Union Street
Union Street South F/P to Castle Street
Castle Street South F/P to King Street
King Street East F/P to Nelson Street
King Street West F/P to Castle Street
Castle Street North F/P to Broad Street
Broad Street East F/P to Schoolhill
Schoolhill North F/P to Rosemount Viaduct
Rosemount Viaduct North F/P to South Mount Street
South Mount Street East F/P to Rosemount Place
Rosemount Place North F/P to Argyll Place
Rosemount Place South F/P to South Mount Street
South Mount Street West F/P to Rosemount Viaduct
Rosemount Viaduct South F/P to Union Terrace
Union Terrace West F/P to Union Street
Union Terrace East F/P to Schoolhill
Schoolhill South F/P to Broad Street
Broad Street West F/P to Union Street
Union Street North F/P to Holburn Street
Holburn Street West F/P to Union Grove
Union Grove North F/P to Forest Avenue
Union Grove South F/P to Holburn Street
Holburn Street West F/P to Nellfield Place
Drive to Holburn Street/Riverside Terrace
Holburn Street West F/P to Bridge of Dee Roundabout

CITY CENTRE FOOTWAY PRIORITY 1 GRITTING ROUTE 2

Drive Rose Street
Rose Street West F/P to Thistle Street
Thistle Street South F/P to Albert Street
Thistle Street North F/P to Rose Street
Rose Street West F/P to Esslemont Avenue
Esslemont Avenue West F/P to Rosemount Place
Esslemont Avenue East F/P to Rose Street
Rose Street East F/P to Union Street
Drive to Chapel Street/Union Street Junction
Chapel Street West F/P to Huntly Street
Huntly Street South F/P to Rose Street
Drive to Huntly Street/Chapel Street Junction
Chapel Street East F/P to Union Street
Drive to Union Street/Bon Accord Street Junction
Bon Accord Street West F/P to Fonthill Road
Bon Accord East F/P to Union Street
Drive to Union Street/Crown Street Junction
Crown Street West F/P to Ferryhill Road
Ferryhill Road North F/P to Bon Accord Street
Ferryhill Road South F/P to Crown Street
Crown Street East F/P to Union Street
Drive to Windmill Brae North F/P to Bath Street
Windmill Brae South F/P to Crown Street
Drive to Bridge Street/Link Brae Junction
Link Brae South F/P
Drive to Guild Street/Bridge Street Junction
Guild Street North F/P to Market Street
Trinity Quay North F/P to Marischal Street
Drive to West North Street Littlejohn Street Junction
Littlejohn Street South F/P
Drive to Gallowgate Upper Kirkgate Junction
Gallowgate West F/P to Berry Street
Berry Street South F/P to Loch Street
Loch Street South F/P to George Street
George Street West F/P to John Street
John Street South F/P to North St Andrew Street
John Street North F/P to George Street
George Street West F/P to Hutcheon Street
George Street East F/P to Loch Street
Loch Street North F/P to Berry Street
Berry Street North F/P to Gallowgate
Gallowgate East F/P to Littlejohn Street
Littlejohn Street North F/P

AREA	PRIORITY 2 FOOTWAYS
1. BUCKSBURN	Kepplehills Road Sclattie Park Sclattie Circle Hopetoun Grange Howes View Bankhead Road Oldmeldrum Road
2. DYCE	Victoria Street (Riverview Dr to Gladstone Pl.) Dyce Shopping Centre
3. BRIDGE OF DON	Newburgh Road Jesmond Drive (Middleton Rd to Whitestripes Way) Braehead Way Bodachra Road Harehill Road Cairnfold Road Danestone Terrace Scotstown Gardens Ellon Road (Bridge of Don to Broadfold Road)
5. NORTHFIELD	Lintmill Terrace Quarry Road (at shops) Byron Avenue (at shops) Moir Green (at shops)
7. SEATON / TILLYDRONE	King Street (School Road to High Flats) School Road Tillydrone Avenue Tillydrone Terrace Wingate Road Dempsey Terrace Conningham Gardens
8. MASTRICK	Greenfern Road (at shops)
9. CORNHILL / CAIRNCRY	Cornhill Road (Ashgrove Rd to Westburn Rd) Berryden Road Rosehill Drive (at shops)
11. ST. CLEMENTS	Boulevard (Roundabout to Railway Bridge)
12. WOODEND /	Eday Drive Eday Road (Eday Dr to Stronsay Dr)

SUMMERHILL	Summerhill Shopping Centre
15. HAZLEHEAD / BRAESIDE	Countesswells Road (at shops) Springfield Road (Countesswells to Airyhall) Great Western Road (Morningside Rd to South Anderson Drive)
17. FERRYHILL	South Crown Street Albury Place
18. TORRY	Menzies Road (at shops corner of Grampian Place and Victoria Rd end) Grampian Place (Menzies Rd to Walker Rd) Victoria Road (Menzies Rd to Mansfield Rd) Mansfield Road Glenbervie Road Abbey Place Rockall Road Ladywell Place Brimmond Place Battock Place Oscar Place
19. MANNOFIELD / GARTHDEE	Morrison Drive Ivanhoe Walk Talisman Walk Deeside Gardens Deeside Drive Deeside Crescent
22. CULTS / BIELDSIDE	Abbotshall Road Kirk Brae North Deeside Road (South Avenue to Cults Hotel) Cults Avenue Hillview Crescent Quarry Road Cairn Road Baillieswells Road North Deeside Road (at Bieldside Shops)
23. MILLTIMBER	Contlaw Brae Monearn Gardens
24. CULTER	Malcolm Road North Deeside Road (Malcolm Rd to Cairn Rd) School Road Towerview Road Coronation Road Cairn Road

(f) **STEPS/RAMPS FOR SPECIAL ATTENTION**

Treatment of Priority One Steps/Ramps will be done at the start of continual action.

Priority One

Commerce Street to Castlehill	Steps/Ramp
Crown Terrace to Bridge Street	Steps
Green to Union Street	Steps
Mounthooly	Steps
Skene Terrace to North Silver Street	Steps
Virginia Street to Castle Terrace	Steps
Virginia Street to Marischal Street	Steps
Union Street - Correction Wynd	Steps

Priority Two

Auchmill Road	Steps
Bankhead Road to A947	Steps/Ramp
Beach Boulevard to Castlehill Terrace	Steps
Beach Boulevard to Hanover Street	Steps
Belmont Street – Denburn Road (Patagonian Court)	Steps
Gilbert Road Underpass (both sides)	Ramps
Great Northern Road to Deer Road	Steps / Ramps
Greenburn Underpass (both sides)	Steps/Ramps
Ivanhoe Walk	Steps
Kepplehills Road	Steps at Shops
Mansfield Road	Steps
Morningside Road to Deeside Gardens	Steps
St Johns Road to A947	Steps/Ramp
Sclattie Park	3 Sets Steps
Talisman Walk	Steps

(g) CYCLEWAYS

Cycleways will be treated in line with Priority 2 Footways

The Westhill path (from City boundary to Hazlehead Roundabout)

The Shell path

Cycle paths along Stoneywood Road (section of National Cycle Network)

Cove Road to Duthie Park where cycleway is part of a shared footpath

Wellheads Drive cycle path where cycleway is part of a shared footpath

Cycle paths along Wellington Road where cycleway is part of a shared footpath

(a) Community Grit/Salt Bins.

Small quantities of salt (for use on the public roads and footpaths) are available free of charge to members of the public, subject to them supplying a suitable container and shovel, from the community grit bins sited at the following location.

COMMUNITY	ADDRESS OF COMMUNITY BIN LOCATION	DETAILED LOCATION
Bridge of Don	Park and Ride	In south car park.
City Centre - Crown Terrace	Near St John's Place, junction.	Next to recycling point.
City Centre - Justice Street	Near Recycling Point	Next to recycling point.
City Centre - Kidd Street	Kidd Street, Aberdeen, AB10 1TB	Green Space to rear of Gilcomston Land Flat Block
Countesswells Road	Counteswells Road, Aberdeen, AB15 7RE	Setted surface opposite property number 210
Cove	Loirston Close	Public House car park
Craibstone	Park and Ride	At entrance to south carpark
Danestone	Laurel Drive, AB22 8HB	Tesco car park – next to recycling facilities
Dyce	Netherview Avenue Dyce, Aberdeen, AB217NG	Asda car park – Next to recycling facilities
Garthdee	Garthdee Road, Aberdeen, AB107QA	Asda car park – Next to recycling facilities
Kingswells	Park and Ride	Next to recycling point and bins
Mastrick	Fernhill Drive, AB16 6QT	Near junction with Fernhill Road
Northfield	Byron Square, Aberdeen, AB16 7LL	Byron Square next to bins in carpark
Peterculter	Johnston Gardens North. Peterculter, AB14 0LD	At turning area near number 129
Regent Walk	Near Regent Court	Regent court carpark, near entrance
Rosemount	65 Leadside road, Aberdeen, AB25 1RX	Outside 65 Leadside road next to bins
Seaton Drive	Near King Street Junction	Carpark on entry to Seaton Walk
Tillydrone	Pennan Road, Aberdeen, AB24 2UD	Opposite family centre / library
Torry	Girdleness Road	Layby opposite 223 Girdleness Road
Woodside	Anderson Road, Aberdeen, AB24 4NS	At the top of Anderson Road, next to Stewart Park

(b) – Decision Making Treatment Matrix – Precautionary Treatments

WINTER TREATMENT SPREAD RATE MATRIX SCOTS WINTER SERVICE SUBGROUP ADVICE

Salt Type	Precautionary Treatment for frost / ice	Variation of Well Maintained Highways Appendix H - September 2013					
		Column C	Column D	Column G	Column H	Column K	Column L
		Poor Cover medium Traffic Normal Loss	Poor Cover medium Traffic High Loss	Fair Cover medium Traffic Normal Loss	Fair Cover medium Traffic High Loss	Good Cover medium Traffic Normal Loss	Good Cover medium Traffic High Loss
Dry Salt	RST at or above -2 Degrees and damp road conditions *Table H9 of Code - where the road surface is dry no action is needed even when conditions are below zero*	10(8)	10(8)	10(8)	10(8)	10(8)	10(8)
Pre-wet Salt		10(8)	10(8)	10(8)	10(8)	10(8)	10(8)
Treated Salt		10(7)	10(7)	10(7)	10(7)	10(7)	10(7)
Dry Salt	RST at or above -2 Degrees and wet road conditions	15(13)	20(16)	10 or 15(11)	15(13)	10(8)	10
Pre-wet Salt		15(12)	15(14)	10(10)	15(12)	10(8)	10(9)
Treated Salt		10(10)	10 or 15(11)	10(8)	10(10)	10(7)	10(7)
Dry Salt	RST below -2 deg C and above -5 deg C and damp road conditions	15 or 20(17)	20	10 or 15(14)	20(17)	10 or 15(11)	15(13)
Pre-wet Salt		15 or 20(16)	20(18)	15(14)	15(16)	15(11)	15(12)
Treated Salt		15(12)	15(14)	10 or 15 (11)	15(12)	10(8)	10(10)
Dry Salt	RST below -2 deg C and above -5 deg C and wet road conditions	1 x 20 then monitor & treat as required(2x17)	1 x 20 then monitor & treat as requ'ed(2x20)	1 x 20 then monitor & treat as requ'ed(2x28)	1 x 20 thenmonitor&treatas requ'ed(2x17)	20(20)	1 x 20 then monitor & treat as required(25)

Pre-wet Salt		1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x18)	1 x 20 then monitor & treat as requ'ed (27)	1 x 20 then monitor & treat as requ'ed(31)	1 x 20 then monitor & treat as requ'ed(21)	1 x 20 then monitor & treat as required(24)
Treated Salt		1 x 20 then monitor & treat as required(24)	1 x 20 then monitor & treat as requ'ed(28)	1 x 20 then monitor & treat as requ'ed (21)	1 x 20 then monitor & treat as requ'ed(24)	1 x 20 then monitor & treat as requ'ed(16)	1 x 20 then monitor & treat as required(19)
Dry Salt	**RST at or below -5 deg C and above -10 deg C and damp road conditions**	1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x19)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 thenmonitor&treatas requ'ed(2x16)	20	1 x 20 then monitor & treat as required(24)
Pre-wet Salt		1 x 20 then monitor & treat as required(2x16)	1 x 20 then monitor & treat as requ'ed(2x18)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 then monitor & treat as requ'ed(31)	1 x 20 then monitor & treat as requ'ed(21)	1 x 20 then monitor & treat as required(24)
Treated Salt		1 x 20 then monitor & treat as required(23)	1 x 20 then monitor & treat as requ'ed(27)	1 x 20 then monitor & treat as requ'ed (20)	1 x 20 then monitor & treat as requ'ed(23)	1 x 20 then monitor & treat as requ'ed(15)	1 x 20 then monitor & treat as required(18)
Dry Salt	**RST below -5 deg C and above -10 deg C and wet road conditions**	1 x 20 then monitor & treat as required(32)	1 x 20 then monitor & treat as requ'ed(2x39)	1 x 20 then monitor & treat as requ'ed(2x27)	1 x 20 thenmonitor&treatas requ'ed(2x32)	1 x 20 thenmonitor&treatas requ'ed(2x20)	1 x 20 then monitor & treat as required(2x24)
Pre-wet Salt		1 x 20* then monitor & treat as required(2x31)	1 x 20 then monitor & treat as requ'ed(2x36)	1 x 20 then monitor & treat as requ'ed2x(27)	1 x 20 then monitor & treat as requ'ed(2x31)	1 x 20 then monitor & treat as requ'ed(2x21)	1 x 20 then monitor & treat as requ'ed(2x24)
Treated Salt		1 x 20 then monitor & treat as req'red(2x23)	1 x 20 then monitor & treat as requ'ed(2x27)	1 x 20 then monitor & treat as requ'ed(2x20)	1 x 20 then monitor & treat as requ'ed(2x23)	1 x 20 then monitor & treat as requ'ed(30)	1 x 20 then monitor & treat as required(2x18)

Key:
( ) = Appendix H recommendations

a. The treatment matrix assumes no residual de-icing material on the carriageway. The presence of residual de-icing material will be taken into account and spread rates adjusted in preparing proposed action plans. Evidence of residual salt should be based on IPS sensor/camera feedback or visual inspection.

b. Particular attention should be given to possibility of water running across carriageways and other surfaces e.g., off adjacent fields after heavy rains, washing off previously deposited salt. Such locations should be closely monitored and may require further treatments

c. If rain is forecast to fall on frozen surfaces then treatment should take place on the dry roads prior to the commencement of the rain and again during the rainfall until

temperatures are above 0^0C, subject to being completed within the council's hours of cover.

d. Salt is less effective when road temperatures are below -5^0C. However salt and grit may be used on sheet ice or hard-packed snow when temperatures are exceptionally low. Where hard packed snow and ice have formed and cannot be removed by ploughing, a salt sand mix can be used in successive treatments at a spread rate of 20 – 40 g/sqm. This aids vehicle traction and acts to break up the snow and ice.

(c) Precautionary Treatment Matrix for Snow Conditions

Salt Type	Precautionary Treatments Before Snow or Freezing rain	Light or Medium Traffic	Heavy Traffic
Dry Salt	Light Snow Forecast <10mm	20g/m^2	20g/m^2
Pre-wet Salt		20g/m^2	20g/m^2
Treated Salt		15g/m^2	15g/m^2
Dry Salt	Moderate/Heavy Snow Forecast >10mm	20g/m^2	40g/m^2
Pre-wet Salt		20g/m^2	40g/m^2
Treated Salt		15g/m^2	30g/m^2
Dry Salt	Freezing rain Forecast	1 x20g/m^2 then monitor	
Pre-wet Salt		1 x20g/m^2 then monitor	
Treated Salt		1 x15g/m^2 then monitor	

(d) Reactive Treatment Matrix for Ice and Compacted Snow Conditions

Non – Precautionary/Reactive Treatments of Snow/Ice		
During snowfall	Salt - 20g/m^2	
Thin layers of Ice < 1mm RST above -5C	Salt - 20g/m^2	
Thin layers of Ice < 1mm RST below -5C	Salt - 20g/m^2	Consider using Mixtures – 20-40g of Sand/Salt
Thin layers of compacted snow/ice up to 5mm thickness.	Mixtures – 20-40g of sand/salt	
Layer of compacted snow/ice greater than 5mm thickness.	Mixtures – 20-40g of sand/salt	Consider using sand only.

(e) Appropriate Salt and Grit Stock Levels

Salt stocks

Winter Period	1st October to 30th March
Core Winter Period	1st November to 1 March
Days Resilience (Overall Winter Period)	9 days
Days Resilience (Core Winter Period)	15 days

Depot Tonnage	Non-Winter stock		Non-Core Winter Period		Core Winter Period	
	Min	Max	Min	Max	Min	Max
Bucksburn	2000	4100	3250	10500	3,750	10750
Tullos	0	250	400	1000	500	1000
Total	2000	4350	3650	11500	4250	11750

Application of resilience measures to be considered at the following stock levels.

All depots	Non-Winter stock	Non-Core Winter Period	Core Winter Period
Tonnes	N/A	2690	4485

The service is to have access to 200 tonnes of grit during the core winter period.

Mutual aid in salt supply and other aspects of winter service and contingency arrangements in advance, are in place through the Salt Cell Group. The 32 Scottish Councils are represented on this group through SCOTS, SOLACE and COSLA. Salt Cell is monitoring salt restock for winter 2020/21.

OPERATIONAL PLAN
APPENDIX E – FLOODING GUIDANCE

Organisations and roles

A number of organisations are involved in managing the risk from flooding in Aberdeen City. The Flood Risk Management (Scotland) Act 2009 places a duty on them to work together to reduce the overall risk. The specific duties on each include.

Scottish Government

- Setting National Policy on Flood Risk Management and Flood Warning.
- Provision of resources to enable authorities to address flood risk.

SEPA – Scottish Environmental Protection Agency.

- SEPA is Scotland's national flood forecasting, flood warning and strategic flood risk management authority.
- SEPA provide advice and work with other organisations to ensure that a nationally consistent approach to flood risk management is adopted. They are also responsible for producing Scotland's Flood Risk Management Strategies.
- SEPA's website(external) contains detailed information on flooding including live flood updates, a frequently asked questions section which includes measures and products that householders would find useful in helping to protect their property from flooding.
- The flood warning system provided by SEPA in conjunction with the Met Office covers the whole of Scotland and is based on Flood Alerts, Flood Warnings and Severe Flood Warnings. Details are available on Floodline (external).
- SEPA also provides a comprehensive map of locations that may be affected by River, Coastal or Surface Water flooding. Flood Map (external).

Scottish Water

- Scottish Water is responsible for dealing with the immediate impact of flooding from sewers. If a flood contains sewage or foul water from a sewer it should be reported to Scottish Water on:

  0800 0778 778 or online at Scottish Water (external)

- In addition to maintaining the public sewer system Scottish Water maintains any public sections of drainage systems through which curtilage water from (roofs and paved surfaces) within a property discharge. The private sections of these systems are the responsibility of the property owner. Scottish Water manage the discharge of this water once it enters the public sewers.
- Working in partnership with the local authority and emergency services.
- Working with other bodies such as SEPA, local authorities and the emergency services during a flood event to alleviate any flooding from public sewers.
- Dealing with any flooding and repairing the resulting damage caused by burst water mains and sewers.
- Not responsible for private guttering within a property boundary, this is the responsibility of the property owner.

Police Scotland

- Co-ordinate the actions of all agencies involved during a **major** incident.
- Will control the scene at its outer limits by setting up cordon points and setting up a traffic management system in conjunction with the Local Authority.

- Responsible for the protection of life and coordinating evacuation of an area if required.
- Contact number 101 or in an emergency 999. Police Scotland (external).

Scottish Fire and Rescue Service

- The Scottish Fire and Rescue service has a duty to save lives in the event of serious flooding.
- Working locally with partner organisations and agencies to ensure effective wider consequence emergency response plans are developed for identified local risks.
- Fulfilling statutory duties in relation to the Civil Contingencies Act 2004 by contribution to the Grampian Local Resilience Partnership and North of Scotland Regional Resilience Partnership.
- Contact number 101 or in an emergency 999. Scottish Fire and Rescue Service (external) .

Maritime and Coastguard Agency.

- Taking the lead role in dealing with incidents at sea and inland water.
- Minimising loss of life amongst seafarers and coastal users.
- Responding to maritime emergencies 24 hours a day.
- Responding to non-maritime incidents such as floods, searches or assisting in evacuating areas.
- Maritime and Coastguard Agency website (external).
- Contact phone number locally - 020 3817 2001.
- Local Aberdeen Coastguard team website (external) phone number - 01224 592334 in emergency call 999 and ask for Coastguard.

Met Office

- Produces weather forecasts to help the UK public make informed decisions about day-today activities.
- Warns people of extreme weather to allow them to mitigate its impacts.
- Provides forecasting services to SEPA.
- Not Aberdeen City Council's winter forecast provider.
- Met office website (external).

Transport Scotland

- Gully (gutter and drain covers) maintenance for trunk roads.
- Trunk road closures.
- Transport Scotland

Landowners

- Have a responsibility for the maintenance of watercourses and other water bodies including repairs and clearing.
- Have a responsibility for private flood defenses on their land and maintenance of private drainage systems.

Homeowners

- Responsible for protecting their property from flooding.
- Responsible for acquiring home contents and buildings insurance. Advice regarding flooding insurance is available at FloodRE (external)
- Responsible for taking action to prepare for flooding
- Responsible for maintaining private drainage, including gullies and drains on shared private access roads and courtyards
- Property owners can register with SEPA to have local flood warnings sent directly to their phone. Sign up to Floodline (external)
- Additional flooding advice and support for property owners and community groups affected by flooding can also be obtained through the Scottish Flood Forum (external) on 01698 839021 or at Rain and Flooding (external)

The Aberdeen City Council

The main responsibilities resting with the Operations Roads and Flooding Teams and the actions taken to address these responsibilities:

- Preparation of maps of water bodies and SuDS (Sustainable Urban Drainage Systems).

  Maps of waterbodies are in place on GIS. SuDS maps process in place.

- Assessing water bodies for conditions likely to pose a flood risk.

  The Flooding team in collaboration with Scottish Water have delivered the Integrated Catchment Study (ICS). The ICS identifies flood risk from watercourses. The Flooding team is continuing to deliver a range of additional flood studies. Watercourse assessments are carried out to assess those that may pose a flooding risk.

- Undertake maintenance works in water bodies including the clearance of watercourses where the works will significantly reduce flood risk

  Watercourses inspections are carried out and appropriate actions are taken when there is high flood risk. Priority hakes (trash screens) are being checked and cleaned by Tullos/Roads monthly or on receipt of a flood alert/warning.

- Maintenance of existing flood alleviation schemes.

  The flood alleviation schemes in place are monitored and maintained appropriately (example Stronsay Drive). Checks are carried out by Tullos/Roads on receipt of a flood warning. The most sensitive are monitored using CCTV and actions taken to clear blockages on receipt of a flood alert/warning.

- Maintaining road gullies – while these are not designed to cope with extreme weather events it is still important that they operate efficiently to avoid localised flooding.

  Gullies are checked and cleaned by Tullos/Roads.

- Planning and development management (with flood risk advice from SEPA)

  Flooding team gives advice on those planning applications where a Flood Risk Assessment is required.

- Working with the emergency services in response to severe flooding.

The council responds to incidents providing relevant assistance to emergency services.

- Coordinating reception centres for people evacuated from their homes and arrange temporary accommodation if appropriate.

  Depending on the severity of the incident the council will respond to and assist with evacuation and temporary accommodation.

- Coordinating the aftermath of a flood

  The Flooding Team keep records of any flooding incident, investigate and take the appropriate action (if required). Flooding team deal with PLP's (Property Level Protection funding)

- Dealing with road closures (except on trunk roads).

  Flooding and roads teams monitor SEPA alerts/warning, weather (Radar), river and tides levels and in case of high flood risk raise the issue to the appropriate team for immediate action including closing roads (Tullos/Roads).

- Preparation of local Flood Risk Management Plans (from 2012)

  North Local Flood Risk Management Plans have been prepared in collaboration with SEPA, Aberdeen City Council, Aberdeenshire Council, Moray Council, Scottish Water and Cairngorms National Park Authority.

On receipt of flood alert/warning the following actions are considered:

- Continuous weather, river, and tide levels monitoring
- Priority hakes (trash screens) checking and cleaning
- Media release
- Arranging road closures
- Riverside flood gates closure
- Gullies cleaning
- Flood alleviation schemes monitored and cleaned

On receipt of a Severe Flood warning the roads service will

- Arrange for a team of up to 5 staff members to monitor and react to flooding incidents including a Manager, Team Leader, Technical Officers, Supervisor, Support staff.
- The team will manage and direct frontline resources responding to the flooding event, including supplying receiving and recording identified problem locations, arranging road closures, clearing blockages in road drainage systems, gullies, culverts, ditches, making sand bags available, closure of flood gates, monitoring social media to identify problem locations, assisting emergency services. Monitoring and cleaning flood alleviation systems.
- Make available sandbags for residents who have a property that is in imminent risk of flooding and is not a known flood risk.
- Work with the Duty Emergency Response Coordinators (DERC) Emergency Planning Unit, Local and North of Scotland Resilience Partnerships on major incidents that involve flooding.
- Provide inspection, assessment and enforcement at flooding location following an event.