

Public Document Pack



To: Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Henrickson, Hutchison, Massey, Nicoll and van Sweeden.

Town House,
ABERDEEN, 4 June 2024

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

The Members of the **NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE** are requested to meet in **Committee Room 2 - Town House** on **TUESDAY, 11 JUNE 2024 at 10.00am**. 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>

ALAN THOMSON
INTERIM CHIEF OFFICER – GOVERNANCE

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. Members are requested to determine that any exempt business be considered with the press and public excluded

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 27 March 2024 - for approval (Pages 5 - 14)

COMMITTEE PLANNER

- 6.1. Committee Business Planner (Pages 15 - 28)

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. Performance Report - CORS/24/165 (Pages 29 - 48)
- 9.2. Place Based Strategy Framework - CR&E/24/160 (Pages 49 - 56)

NET ZERO

- 9.3. Nature Awareness Campaign: Plans for a citywide collaboration - CR&E/24/164 (Pages 57 - 66)

ENVIRONMENT

- 10.1. Trees and Woodland- CR&E/24/166 (Pages 67 - 74)
- 10.2. Open Space Audit Report - CR&E/24/162 (Pages 75 - 246)

TRANSPORT

- 11.1. Aberdeen Rapid Transit - Recommended Network Routeing - CR&E/24/161
(Pages 247 - 412)
- 11.2. Citywide implementation of 20mph speed limit - CR&E/24/139 (Pages 413 - 426)

- 11.3. Implementation of Pavement Parking Prohibition - CR&E/24/140 (Pages 427 - 446)
- 11.4. Various Small Scale Traffic Management - Stage 3 - CR&E/24/168 (Pages 447 - 512)
- 11.5. The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023 - Statutory Public Consultation - CR&E/24/169 (Pages 513 - 1176)
- 11.6. Roads and Transport Related Budget Programme 2024 - 2025 (Annual Report) - CR&E/24/167 (Pages 1177 - 1194)

EXEMPT APPENDIX

- 11.7. Roads and Transport Related Budget Programme 2024 - 2025 exempt appendix (Pages 1195 - 1202)

Integrated Impact Assessments 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

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NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

ABERDEEN, 27 March 2024. Minute of Meeting of the NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE. Present:- Councillor Yuill, Convener; Councillor Radley, Vice-Convener; and Councillors Ali, Blake, Henrickson, Hutchison, Massey, Nicoll and van Sweeden.

The agenda and reports associated with this minute can be found [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.

ANNOUNCEMENTS

1. The Convener began the meeting by welcoming Councillor Nicoll to his first meeting of the Committee. He went on to advise Members of a number of good news stories relating to the Committee.

The Transport Strategies and Programmes team was a finalist in the following categories of the Scottish Transport Awards, to be announced in June 2024:-

- Transport Authority of the Year;
- Most effective road safety, traffic management and enforcement category for the city centre bus priority measures;
- Contribution to sustainable transport for the city centre bus priority measures; and
- Transport Team Partnership of the Year for the North East Bus Alliance and Bus Partnership Fund

Finally the Convener advised that Net Zero Aberdeen had also been a finalist in the recent Scottish Innovation in Planning Awards.

DECLARATIONS OF INTEREST AND TRANSPARENCY STATEMENTS

2. Members were requested to intimate any declarations of interest or transparency statements in respect of the items on the agenda, thereafter the following was intimated:-

- In relation to item 11.6 (South College Street Phase 2 – Options Appraisal), the Convener advised that he was a member of Cycling UK, however he did not consider that this amounted to an interest which would require him to withdraw from the meeting during consideration of this item.

MINUTE OF PREVIOUS MEETING

3. The Committee had before it the minute of its previous meeting of 16 January 2024 for approval.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

27 March 2024

In relation to article 3 (Committee Business Planner), Councillor Blake asked when the service update on the Den Burn could be expected.

The Committee resolved:-

- (i) to note that officers were finalising the service update on the Den Burn and this would be circulated to Members shortly; and
- (ii) to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

4. The Committee had before it the business planner as prepared by the Chief Officer – Governance.

The Committee resolved:-

- (i) in relation to item 16 (Local Transport Strategy), to note that officers would circulate information to Members outwith the meeting on the number of responses received;
- (ii) to agree to remove item 22 (Net Zero Aberdeen Partnership Leadership Board / Delivery Unit Structure);
- (iii) to note that officers would add the regular Bus Lane Enforcement report into the planner for a future meeting; and
- (iv) to otherwise note the updates to the planner.

NET ZERO, ENVIRONMENT & TRANSPORT PERFORMANCE REPORT - COM/24/088

5. The Committee had before it a report by the Executive Director – Corporate Services which presented 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 Appendix A.

The Committee resolved:-

- (i) to note the report and agree that the report indicated Sickness Absence at Environmental, Roads and Waste to be well above average and of concern to officers; and
- (ii) in light of the high sickness absence within these services, agree to instruct the Chief Officers – Operations and People and Citizen Services to bring back a report to the June Staff Governance Committee on why sickness absence was so high within those services and what the Council was doing to reduce such absence; and for future updates to be incorporated into the relevant sickness absence report to Staff Governance Committee.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

27 March 2024

CLUSTER RISK REGISTER REPORTING - FLEET / ROADS / WASTE / ENVIRONMENTAL SERVICES - RES/24/090

6. The Committee had before it a report by the Executive Director – City Regeneration and Environment which presented the Cluster Risk Registers and Assurance Maps in accordance with the Committee Terms of Reference to provide assurance that risks were being managed effectively within each Cluster.

The report recommended:-

that the Committee note the Cluster Risk Register and Assurance Map set out in Appendices A and B.

The Committee resolved:-

- (i) to note that the Environmental Manager would circulate information to Members outwith the meeting on whether any elm trees would be part of replanting schemes, or whether this would not be possible due to Dutch Elm disease;
- (ii) to note that the Chief Officer – Operations had undertaken to discuss with colleagues in People and Citizen Services as to whether training could be made available for staff on the Substance Misuse Policy;
- (iii) in relation to the target completion date for the Substance Misuse risk of 30 May 2025, to note that the Chief Officer – Operations had advised that work was ongoing in this area and he would ascertain whether it was possible to change the target completion date to make this clearer;
- (iv) to otherwise note the report.

NET ZERO ABERDEEN & ABERDEEN ADAPTS: ANNUAL REPORT - COM/24/091

7. The Committee had before it a report by the Executive Director – City Regeneration and Environment which provided an update on the progress of city collaborative place-based climate change work, in line with the objectives of the Net Zero Aberdeen Routemap and Aberdeen Adapts: Climate Adaptation Framework.

The report recommended:-

that the Committee –

- (a) note the summary of key collaborative actions progressed in 2023/24; and
- (b) endorse the content of the Appendix A - Net Zero Aberdeen and Aberdeen Adapts Summary of Progress 2023/24.

At this juncture, Councillor Ali indicated that he had an amendment to the recommendations, however having heard from officers, he withdrew his amendment.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

27 March 2024

The Committee resolved:-

- (i) to note that officers would arrange a workshop session for Members on the Scottish Climate Intelligence Service once the service was further developed; and
- (ii) to approve the recommendations.

OPPORTUNITIES TO INCREASE RECYCLING AND REUSE - RES/24/089

8. With reference to article 6 of the minute of the Council Budget meeting of 1 March 2023, the Committee had before it a report by the Executive Director – City Regeneration and Environment which provided an update on current projects and future opportunities to increase household recycling and reuse.

The report recommended:-

that the Committee –

- (a) note the report for assurance; and
- (b) instruct the Chief Officer - Operations to report the review of the waste strategy through this Committee starting in Autumn 2024.

The Committee resolved:-

to approve the recommendations.

BUS PARTNERSHIP FUND UPDATE - COM/24/093

9. The Committee had before it a report by the Executive Director – City Regeneration and Environment which provided an update on developments with the Bus Partnership Fund (BPF) and associated projects.

The report recommended:-

that the Committee –

- (a) note Transport Scotland's intention to pause funding of the Bus Partnership Fund programme in 2024/25;
- (b) agree that positive progress had been achieved in the North East under the programme and that work should continue during 2024/25, with alternate methods of funding to be sought;
- (c) instruct the Chief Officer – Strategic Place Planning to continue with the programme of work described in section 3 of this report, as funding permits;
- (d) to note that, subject to appropriate change control processes, the City Region Deal Joint Committee had agreed an allocation of £1,740,000 between 2024/25 and 2026/27 for progressing work on Aberdeen Rapid Transit (ART) and the associated corridor studies, as an element of the Strategic Transport Appraisal workstream, and instruct the Chief Officer – Strategic Place Planning to pursue all other relevant external funding opportunities to support continued progression of the Bus Partnership Fund programme;

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

27 March 2024

- (e) to instruct the Chief Officer – Strategic Place Planning to continue to engage with Transport Scotland on future plans for the Bus Partnership Fund;
- (f) to instruct the Chief Officer – Strategic Place Planning to, as funding permits, undertake public and stakeholder consultation on the options established through the Inverurie to Aberdeen (A96) corridor study options appraisal, and to report the preferred option or options relevant to Aberdeen City Council back to this Committee once completed;
- (g) to instruct the Chief Officer – Strategic Place Planning to proceed with public and stakeholder consultation on the options established through the Dyce to Bucksburn (A947) corridor study options appraisal, and to report the preferred option or options relevant to Aberdeen City Council back to this Committee once completed;
- (h) to instruct the Chief Officer – Strategic Place Planning to proceed with public and stakeholder consultation on the options established through the Banchory to Aberdeen (A93) corridor study options appraisal, and to report the preferred option or options relevant to Aberdeen City Council back to this Committee once completed;
- (i) to instruct the Chief Officer – Strategic Place Planning to report the outcomes of the ART routing analysis to this Committee in June 2024;
- (j) to note that funding from Nestrans had been established to progress active travel connections between Westhill and Aberdeen city centre, and instruct the Chief Officer – Strategic Place Planning to work with Aberdeenshire Council and Nestrans to progress with public and stakeholder engagement on a preferred option and report the preferred option or options relevant to Aberdeen City Council to this Committee in September 2024;
- (k) to note the report provided to the Nestrans Board in February 2024 on progress on the Laurencekirk to Aberdeen study and the decision of the Nestrans Board to proceed with Detailed Options Appraisal; and
- (l) to instruct the Chief Officer – Strategic Place Planning to continue to provide quarterly Service Updates on Bus Partnership Fund progress.

The Committee resolved:-

- (i) to instruct the Chief Officer – Strategic Place Planning, following consultation with the Convener of the Net Zero, Environment & Transport Committee and consultation with the Convener of the Finance and Resources Committee, to write to the Cabinet Secretary expressing concern about the pause to Bus Partnership funding for 2024/25 and asking for reassurance regarding future funding of sustainable transport initiatives, in particular for projects which were identified in Annex B of National Planning Framework as of national significance, such as the Aberdeen Rapid Transit;
- (ii) to agree that the Committee should see sight of Fiona Hyslop's response once received; and
- (iii) to approve the recommendations contained in the report.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

27 March 2024

STAFF TRAVEL POLICY AND COUNCIL TRAVEL PLAN - COM/24/094

10. The Committee had before it a report by the Executive Director – City Regeneration and Environment which sought approval to review and refresh the Council’s Staff Travel Policy alongside the Council Travel Plan.

The report recommended:-

that the Committee –

- (a) instruct the Chief Officers – Strategic Place Planning and People and Citizen Services, in consultation with the Chief Officer – Finance, to set up an internal officer working group to review and refresh the Council’s Staff Travel Policy;
- (b) to instruct the Chief Officer – Strategic Place Planning to update the Council’s Travel Plan to align with any proposed changes to the Staff Travel Policy resulting from (a);
- (c) to instruct the Chief Officers – Strategic Place Planning and People and Citizen Services to thereafter undertake consultation with Council staff and trade unions on any proposed changes to the Staff Travel Policy and/or the Council Travel Plan; and
- (d) to instruct the Chief Officers – Strategic Place Planning and People and Citizen Services, following analysis of the consultation and finalisation of the documents, to report both the updated Staff Travel Policy and Council Travel Plan back to this Committee and / or other relevant Committees by Summer 2025 for approval.

The Committee resolved:

- (i) to replace recommendation (a) with “instruct the Chief Officers – Strategic Place Planning and People and Citizen Services, in consultation with the Chief Officer- Finance, to set up an internal officer working group to review and refresh the Council’s Staff Travel Policy with the emphasis on walking and cycling”; and
- (ii) to otherwise approve the recommendations outlined in the report.

A92 MURCAR NORTH – ACTIVE TRAVEL SCHEME DEVELOPMENT - COM/24/069

11. The Committee had before it a report by the Executive Director – City Regeneration and Environment which provided an update of the outcome of the Review of Scottish Transport Appraisal Guidance (STAG) Appraisal Report undertaken for the A92 Murcar North Active Travel scheme. The report contained a discussion on the findings, along with recommendations on the next steps for the option identified.

The report recommended:-

that the Committee –

- (a) to note the findings and outcomes of the A92 Murcar North Active Travel Infrastructure STAG-Based Appraisal (Appendix 1);
- (b) to agree that the Active Travel option on the East side as identified in the STAG report (Appendix 1) for A92 Murcar North is the preferred Active Travel option for the route; and

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

27 March 2024

- (c) to instruct the Chief Officer – Strategic Place Planning to progress the preferred option for the A92 Active Travel scheme to the completion of an Outline Business Case (OBC) and report this to the Finance and Resources Committee in May 2024.

The Committee resolved:-

to approve the recommendations.

FUTURE OPERATION OF CONTROLLED PARKING ZONES Y AND YY (GARTHDEE AND KAIMHILL) - RES/24/095

12. The Committee had before it a report by the Executive Director – City Regeneration and Environment which presented options on the future operation of the controlled parking zones (CPZ) within Garthdee and Kaimhill, following the conclusion of the Minute of Agreements that were in place with Robert Gordon University (RGU) as result of planning permissions for the site.

The report recommended:-

that the Committee –

- (a) instruct the Chief Officer - Operations to carry out informal consultation with Garthdee and Kaimhill communities regarding the continuation of the CPZ;
- (b) instruct the Chief Officer - Operations to assess responses to the informal consultation and to report back to a future meeting of this Committee with the results and recommendations for the future of the CPZ.

The Committee resolved:-

- (i) to approve the recommendations contained in the report; and
- (ii) to instruct the Chief Officer – Operations to engage with RGU on the basis of the undertaking given by the then Principal of RGU on 27 March 2015 that, before the end of the current arrangement, the University would engage with Council and community “to seek to agree on a framework for the period after the ten years that will be acceptable to all and will meet the needs of the Community”.

SOUTH COLLEGE STREET JUNCTION IMPROVEMENTS (PHASE 1) PROJECT COMPLETION, MONITORING & EVALUATION - RES/24/099

13. With reference to article 24 of the minute of the meeting of Council of 14 June 2023, the Committee had before it a report by the Executive Director – City Regeneration and Environment which provided an update on the South College Street Junction Improvements (Phase 1) project; set out information from early monitoring and evaluation activities; and highlighted lessons learned from the simultaneous undertaking of the King George VI bridge refurbishment works alongside the project works.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

27 March 2024

The report recommended:-

that the Committee –

- (a) note the content of the report on the full opening of the project and the outcomes of monitoring and evaluation;
- (b) note the Transport Scotland Bus Partnership Fund programme will be unable to fund project expenditure from 2024/25 onwards and that the Council had included budget provision in the recently approved General Fund Capital Programme to fund the remaining project close activities; and
- (c) note the circumstances considered when programming major roadworks and the steps taken to limit their impact on road users.

The Committee resolved:-

to approve the recommendations.

SOUTH COLLEGE STREET PHASE 2 – OPTIONS APPRAISAL - COM/24/084

14. With reference to article 28 of the minute of the former Communities, Housing and Infrastructure Committee of 8 November 2017, the Committee had before it a report by the Executive Director – City Regeneration and Environment which advised of the outcomes of the Scottish Transport Appraisal Guidance (STAG) based appraisal of options for improvements to travel conditions at the Queen Elizabeth Bridge/North Esplanade West roundabout and the review of active travel provision on Riverside Drive, where this road passed underneath the Wellington Suspension Bridge. An outline of the findings from the technical report was provided, along with recommendations on the next steps for the preferred option that had been identified through the appraisal process.

The report recommended:-

that the Committee –

- (a) note the findings and outcomes of the South College Street Junction Improvements Project (Phase 2) - Option Appraisal Report (Appendix 1);
- (b) agree that Option 3 Signalised Junction (All movements permitted), described in paragraph 3.11 of the report, was the preferred option and should proceed to further development work, along with the wider active travel improvements on North Esplanade West identified in section 9 of Appendix 1;
- (c) instruct the Chief Officer – Strategic Place Planning to seek external funding to allow the continued development of the option agreed in (b), including the development of an Outline Business Case, and report the Outline Business Case to the Finance and Resources Committee once completed; and
- (d) note the findings of the option testing for the Riverside Drive active travel improvements (as described in paragraph 3.12 of this report) and instruct the Chief Officer – Strategic Place Planning to seek external funding to allow for the continued development of wider active travel connectivity improvements adjacent to and across the River Dee at this location and report any findings to a future meeting of this Committee.

NET ZERO, ENVIRONMENT AND TRANSPORT COMMITTEE

27 March 2024

The Convener, seconded by the Vice Convener, moved the recommendations as set out in the report.

Councillor Massey, seconded by Councillor Ali, moved as an amendment:-

That the Committee:-

- (a) note the findings and outcomes of the South College Street Junction Improvements Project (Phase 2) - Option Appraisal Report (Appendix 1);
- (b) agree that Option 1 Pedestrian Crossing on Queen Elizabeth Bridge was the preferred option, noting that the public consultation indicated that minimum change was preferred.
- (c) note that this option required minimum capital spend.

However, if still considered necessary instruct the Chief Officer – Strategic Place Planning to seek external funding to allow the continued development of the option agreed in (b), including the development of an Outline Business Case, and report the Outline Business Case to the Finance and Resources Committee once completed.

- (d) note the findings of the option testing for the Riverside Drive active travel improvements (as described in paragraph 3.12 of the report) and instruct the Chief Officer – Strategic Place Planning to seek external funding to allow for the continued development of wider active travel connectivity improvements adjacent to and across the River Dee at this location and report any findings to a future meeting of this Committee.

On a division, there voted:- for the motion (8) – the Convener; the Vice Convener; and Councillors Ali, Blake, Henrickson, Hutchison, Nicoll and van Sweeden; for the amendment (1) – Councillor Massey.

The Committee resolved:-

to adopt the motion.

- **COUNCILLOR IAN YUILL, Convener**

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	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	11 June 2024									
4	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		David Dunne	Strategic Place Planning	City Regeneration & Environment	1	N/A		
5	Aberdeen Rapid Transit	NZET 27/03/24 - to instruct the Chief Officer – Strategic Place Planning to report the outcomes of the ART routeing analysis to this Committee in June 2024		Kirsty Chalmers	Strategic Place Planning	City Regeneration & Environment	7 and 8	Mobility		
6	Open Space Audit Report	To report on the audit		Guy Bergman	Strategic Place Planning	City Regeneration & Environment	1	Natural Environment		
7	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	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. Officers will prepare an update report for the June 2024 meeting	Stephen Booth / Mai Muhammad	Corporate Landlord	Families and Communities	1	Building, Heat & Infrastructure	D	Verbal update to be provided

	A	B	C	D	E	F	G	H	I	J
	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
2	Various Small Scale Traffic Management - Stage 3	To present the results of the statutory consultation process		Vycki Ritson	Operations	City Regeneration & Environment	8	Mobility		
14										
15	THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023 (Stage 3 – Public Advert)	Reporting the objections received in response to the public advert for the introduction of bus gates, bus lanes and supporting traffic management changes in the city centre		Vycki Ritson	Operations	City Regeneration & Environment	8	Mobility		
16	3 September 2024									
17	Queens Cross to City Centre Cycle Route / Westhill to Aberdeen Active Travel Route OBC	<p>Council 08/02/24 - recognising that segregated cycle facilities were now planned along the length of Union Street, to agree that proposals for a Queens Cross to City Centre cycle route be re-absorbed into the wider Westhill to Aberdeen Active Travel Route Outline Business Case (OBC), and instruct the Chief Officer - Strategic Place Planning to report the OBC to the Net Zero, Environment and Transport Committee later in 2024</p> <p>NZET 27/03/24 - to note that funding from Nestrans has been established to progress active travel connections between Westhill and Aberdeen city centre, and instruct the Chief Officer – Strategic Place Planning to work with Aberdeenshire Council and Nestrans to progress with public and stakeholder engagement on a preferred option and report the preferred option or options relevant to Aberdeen City Council to this Committee in September 2024</p>		Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
18	Local Transport Strategy 2023-2030	Net Zero, Environment & Transport 29/08/23 - 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	Due to the number of responses and the complexity of issues to address, it was agreed that the report be presented to the September meeting to give additional time for proper analysis	Alan Simpson	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
19	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
20	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	City Regeneration & Environment	1	Building, Heat & Infrastructure		

	A	B	C	D	E	F	G	H	I	J
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2	Road Winter Service Plan	To present the Road Winter Maintenance programme every September.		Paul Davies	Operations	City Regeneration & Environment	8	Mobility		
21	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 NZET 27/03/24 - to instruct the Chief Officer – Strategic Place Planning to proceed with public and stakeholder consultation on the options established through the Dyce to Bucksburn (A947) corridor study options appraisal, and to report the preferred option or options relevant to Aberdeen City Council back to this Committee once completed	Work will be complete this summer with a view to reporting in September 2024.	David Dunne	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
22	E-Bike Scheme	F&R 08/05/24 - to instruct the Chief Officer – Strategic Place Planning to explore options around how a future scheme might operate and report back findings to the Net Zero, Environment and Transport Committee in September		Donald Kinnear	Strategic Place Planning	City Regeneration & Environment	TBC	Mobility		
23	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	City Regeneration & Environment	7	N/A		
24										
25	12 November 2024									

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2	Net Zero, Environment & Transport Performance Report	To present the performance report		Louise Fox	Data Insights	Corporate Services	7	N/A		
36	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 report is expected 1 year post completion of construction. The construction was delayed and completed in November 2023 therefore the report will be brought to committee in November 2024.	Neale Burrows	Operations	City Regeneration & Environment	8	N/A		
37	Annual Committee Effectiveness Report	To present the annual committee effectiveness report		David Dunne	Strategic Place Planning	City Regeneration & Environment	General Delegation 8.5	N/A		
38	Biodiversity Duty Report 2024	To present the annual report		Lina-Elvira Back	Strategic Place Planning	City Regeneration & Environment	4	Natural Environment		
39	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 / Mark Reilly / David Dunne	Corporate Landlord / Operations / Strategic Place Planning	Families and Communities/City Regeneration and Environment	1	Mobility		
40	Strategic Car Parking Review	Net Zero, Environment & Transport 16/01/24 - to note that officers would report back to Committee once the outcome of the application for funding to NESTRANS was known; ii) to note the likely costs and timescales for undertaking an update to the Strategic Car Parking Review (SCPR); and (iii) to instruct the Chief Officer – Strategic Place Planning to proceed with updating the SCPR as soon as possible, as funding permits, and report the outcomes back to this Committee by the end of 2024		Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
41	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.	Funding was not secured in 23/24 to progress the outline business case. Officers will continue to seek funding in 24/25.	Ken Neil	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
42										
43	2025									
44	Road Safety Plan Annual Update towards 2030 casualty reduction targets	To provide the annual update	January (or nearest committee)	Vycki Ritson	Operations	City Regeneration & Environment	8	Mobility		

	A	B	C	D	E	F	G	H	I	J
	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
2	Cluster Risk Register Reporting	To present Cluster Risk Register and Assurance Maps in accordance with committee terms of reference.	March	Mark Reilly	Operations	City Regeneration & Environment	9	N/A		
45	Net Zero Aberdeen & Aberdeen Adapts: Annual Report 2023/24	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	March	Emma Young / Sinclair Laing	Strategic Place Planning	City Regeneration & Environment	5	All		An annual report was presented in March 2024 and subsequent Annual Reports will be presented each March thereafter. Individual NZA / AA strategy revisions will take place across 2024/2025 and will be presented separately and scheduled for NZET nearer the time (potentially Oct 2025)
46	Low Emission Zone - Costs & Income	Net Zero, Environment & Transport 31/10/23 - to instruct the Chief Officer – Strategic Place Planning to submit a report to this Committee in Summer 2025 identifying the costs and income associated with operation of the LEZ during the 2024/25 financial year, including a proposed programme for the use of any surplus income.	Summer 2025 - It will be July 2025 before we know what full year 1 income is so reporting in summer 2025 is achievable	Will Hekelaar	Strategic Place Planning	City Regeneration & Environment	8	TBC		
47	Staff Travel Policy and Council Travel Plan	Net Zero, Environment & Transport 28/03/24 - to instruct the Chief Officers – Strategic Place Planning and People and Citizen Services, following analysis of the consultation and finalisation of the documents, to report both the updated Staff Travel Policy and Council Travel Plan back to this Committee and / or other relevant committees by Summer 2025 for approval.	Summer 2025	Anthony Burns	Strategic Place Planning	City Regeneration & Environment	8	Mobility		
48	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	City Regeneration & Environment	8	Mobility	R	The Road Safety Plan was updated to 2030. A report or Service Update will be provided annually at the January (or nearest) committee under the "Road Safety Plan Annual Update towards 2030 casualty reduction targets" above. It is therefore recommended that this separate item be removed and combined with the Road Safety Plan Annual Update item above
49										
50	DATE FOR REPORTING BACK TO BE CONFIRMED									
51	Bus Lane Enforcement programme	To update Members of the progress on the Bus Lane Enforcement programme, and to seek approval to progress the 2024/25 programme as outlined within the report.		TBC	Strategic Place Planning	City Regeneration & Environment	7	Mobility		

	A	B	C	D	E	F	G	H	I	J
	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
2	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.	Completion of the OBC is dependent on the resolution of a number of issues, particularly more certainty around the preferred routing of Aberdeen Rapid Transit (ART) and agreement with Transport Scotland on the optimum approach to modelling and economic analysis throughout the wider Bus Partnership Fund Programme. Officers are working with Transport Scotland and other partners on resolving these issues to allow progression of the OBC as soon as possible.	David Dunne	Strategic Place Planning	City Regeneration & Environment	8	Mobility	R	If the ART report to June Committee recommendations are approved, this item is recommended for removal as further progression of the bus elements of the OBC will be absorbed into the ART OBC.
63	EV Infrastructure Joint Procurement Exercise	NZET 20/06/23 - to note that officers would report back to a future Committee on the joint procurement exercise being undertaken in relation to EV infrastructure		David Dunne	Strategic Place Planning	City Regeneration & Environment	TBC	TBC	R	As there are no actions for Committee to approve, officers are recommending that this instead be presented as a service update
64										
65	SERVICE UPDATES									
66										
67	Biodiversity Duty Report 2020-23	Service Update of the finalised designed version to be circulated in Q1 2024		Lina-Elvira Back	Strategic Place Planning					
68	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		Will Hekelaar	Strategic Place Planning					
69	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)		Will Hekelaar	Strategic Place Planning					
70	Green Thread	NZET 16/01/24 - to note that the Environmental Manager had offered to discuss the Green Thread and work of the various groups in more detail with Members should they wish to contact him, and that a service update would also be circulated in due course		Steven Shaw	Operations					
71	Intelligent Transport System	NZET 16/01/24 - to note that officers would provide a service update on the Intelligent Transport System		Neale Burrows	Operations					
72	Time-Limited Exemptions for Taxi Drivers	NZET 31/10/23 - to request that the report to be presented to the Licensing Committee in June 2024 on the impacts of Glasgow's time-limited exemption for taxi operators be circulated to the Net Zero, Environment and Transport Committee members for information		Steph Dunsmuir / Mark Masson	Governance					

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Net Zero, Environment and Transport Performance Report
REPORT NUMBER	CORS/24/165
EXECUTIVE DIRECTOR	Andy MacDonald
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.
- 1.2 To report performance to the end of financial year 2023/24 which, of necessity, reflects the organisational structure in place at the commencement of the 2023/24 reporting year.

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

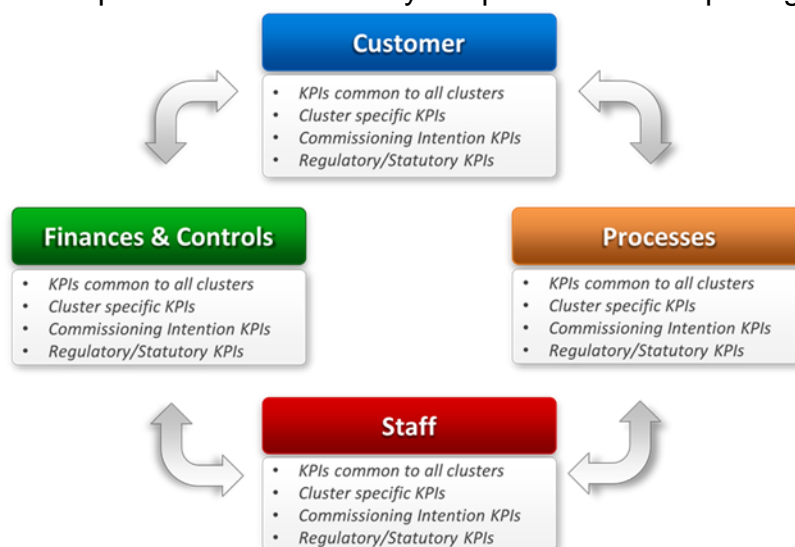
Report Purpose

- 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. Future reports will reflect changes to dataset construction arising from the organisational re-structure which came into effect from 1 April 2024, and measures aligning with the 2024/25 Council Delivery Plan agreed in March of this year.

- 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 January 2024 or Quarter 3 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).
- 3.9 Appendix A provides an overview of performance across certain relevant services, with reference to recent trends and performance against target. It also includes, where available, up to date benchmarking information from the most recently published Local Government Benchmarking Framework report and, at appropriate points in the Appendix, further analysis of any performance measures which have been identified as of potential interest in terms of either

performance implications or data trends. These are listed below:

- Potholes Category 1 & 2 - % defects repaired within timescale
- Percentage of Household Waste Recycled/Composted

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

Performance Measures

Traffic Light Icon



On target or within 5% of target



Within 5% - 20% of target and being monitored



More than 20% below 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

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) <small>*taking into account controls/control actions</small>	*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 Council is meeting its legal obligations in the context of Best value reporting.	L	Yes
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

<u>COUNCIL DELIVERY PLAN</u>	
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	No Assessment is required for this report. I confirm this has been discussed and agreed with Martin Murchie, Chief Officer, Data Insights (HDRCA) on 17 th May 2024
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](#) (April 2024 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













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Net Zero, Environment and Transport Committee Performance Report Appendix A




Operations and Protective Services

Environmental Services













1. Customer – Environmental Services

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Environment	39		24		16		
% of complaints resolved within timescale (stage 1 and 2) - Environment	87.2%		54.2%		81.3%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Environment	23.1%		16.7%		12.5%		
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	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Number of Partners / Community Groups with links to national campaigns - Green Thread	151		184		159		







2. Processes - Environmental Services

Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
*% Streets free from litter and refuse (in line with Keep Scotland Beautiful LEAMS standards)	91.2%		91.2%		91.2%		75%
Open spaces satisfactorily maintained (in line with APSE national benchmarking LAMS standards)	No surveys November - March						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	98.3%		99.5%		97.5%		100%

*Data reflects overall figure for December 2023 to March 2024 period

3. Staff - Environmental Services

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Environment)	1		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Environment)	1		0		6		

Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Environmental	15.2		15.1		14.6		10
Establishment actual FTE	313.02		305.25		300.83		

* We are aware that the reported performance of the 12-month rolling average for working days lost due to sickness absence per FTE throughout this report, is not fully accurate due to current system constraints relating to the calculation of FTE and variable working patterns for some staff. In some cases, the actual absence rate is lower than the reported figure. This does not impact on attendance management for staff and their respective managers. Officers are currently working internally on data quality issues and with the vendor to resolve this anomaly.

4. Finance & Controls - Environmental Services

Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	84.9%		92.9%		101.3%		100%

Fleet and Transport

1. Customer – Fleet and Transport

Performance Indicator	Q1 2023/24		Q2 2023/24		Q3 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received (stage 1 and 2) - Fleet	0		0		0		
% of complaints resolved within timescale (stage 1 and 2) - Fleet	No complaints Q2/Q3/Q4						75%
% of complaints with at least one point upheld (stage 1 and 2) - Fleet							
Total No. of lessons learnt identified (stage 1 and 2) - Fleet							

2. Processes – Fleet and Transport

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
% HGVs achieving first time MOT pass	100%		100%		93.9%		95%
% Light Vehicles achieving first time MOT pass	91.5%		93.8%		86.4		93%
% of Council fleet - alternative powered vehicles	12.3%		14%		13.8%		
% of Council fleet lower emission vehicles (YTD)	91.4%		93.9%		93.9%		100%

3. Staff – Fleet and Transport

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Fleet)	0		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Fleet)	1		0		0		

Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Fleet	9.3		8.7		7.9		10
Establishment actual FTE	35		35.38		36.29		

4. Finance & Controls – Fleet and Transport

Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	74.3%		82.1%		90.3%		100%

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
*Fleet Services - % of LGV/ Minibuses/ Small Vans Vehicles under 5 years old	68.4%		72.5%		54.81%		80%
*Fleet Services - % of large HGV vehicles under 7 years old	68.81%		72.12%		65%		80%

*The figures relating to Q4 and visible drop in percentages below the specified ages, indicate the Fleet passing 5 and 7 year birthdays. Procurement delays have impacted on this and will continue to do so for coming quarters, although recent and anticipated deliveries will modify the percentages in an improving direction on a near weekly basis.

Roads and Infrastructure

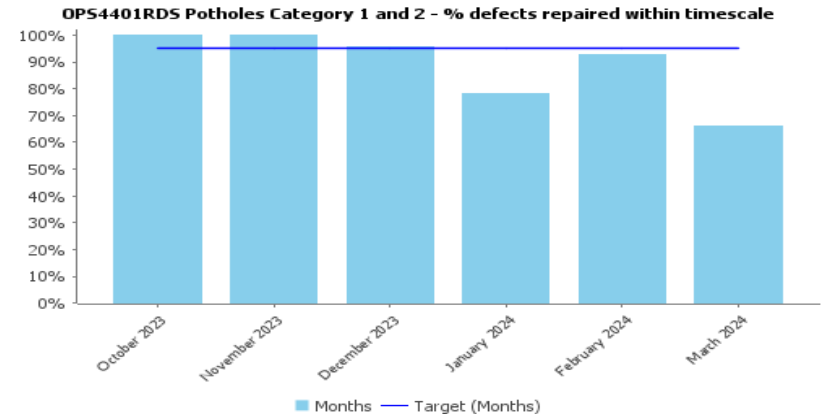
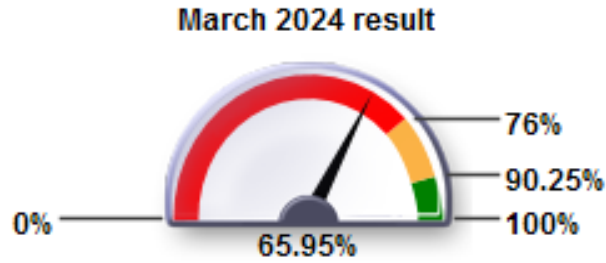
1. Customer - Roads

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Roads	17		32		61		
% of complaints resolved within timescale - Roads	88.2%		84.4%		68.9%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Roads	29.4%		37.5%		26.2%		
Total No. of lessons learnt identified (stage 1 and 2) - Roads	1		1		1		

2. Processes - Roads

Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Percentage of all streetlight repairs completed within 7 days	88.14%		91.1%		99.42%		75%
Number of Street Light Repairs completed within 7 days	342		133		170		
*Potholes Category 1 and 2 - % defects repaired within timescale	78.35%		92.69%		65.95%		95%
Potholes Category 1 and 2 - No of defects repaired within timescale	1,274		939		1,046		

Potholes Category 1 and 2 - % defects repaired within timescale



Why is this important?

This indicator, along with others, monitors whether we are achieving our desired outcome of Improving the Customer Experience, as outlined in the Target Operating Model design principles.

Benchmark Information:

This is a local measure and is not currently benchmarked.

Target:

The target for this measure is set at 95% for 2023/24.

This is what the data is saying:

During 2023/24 there have been an average of 1,175 category 1 and 2 potholes reported per month. This is an increase of approximately 520 per month when compared to 2022/23. However, performance month on month of category 1 and 2 potholes repaired within timescale has remained high, at well over 90% for the vast majority of the year with the exception of January 2024 (78.35%) and March 2024 (65.95%).

This is the trend:

For the winter months from December 2023 to March 2024 a small downward trend can be seen. However, this is expected to be reversed in the coming months due to seasonal improvements in weather conditions. The number of category 1 and 2 defects reported during January to March 2024 has been over 1,000 per month which will, in general, decrease during the warmer months of the year.

This is the impact:

The decrease in performance during the January to March period was mainly caused by supply and material quality issues relating to the cold form tar commonly used to repair Category 1 & 2 defects. This situation coupled with an increased level of pothole reporting, which is usual during the winter period but continued further into March than is typical, impacted on the percentage of defects repaired within timescale.

These are the next steps we are taking for improvement:

The supply chain issues experienced were acute in nature and although material supply was rectified, the backlog led to a longer period of decreased performance. We expect performance to recover in the coming months and we continue to work with our suppliers to ensure material remains in stock and available throughout the year.

Responsible officer:

Neale Burrows

Last Updated:




March 2024

3. Staff - Roads

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/2024 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Roads)	1		0		0		
Accidents - Non-Reportable - Employees (No in Quarter - Roads)	2		1		3		













Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Roads	13.0		12.0		11.1		10
Establishment actual FTE	159.59		159.67		159.67		

4. Finance & Controls - Roads







Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	80.7%		88.9%		98.3%		100%

Waste Services

1. Customer - Waste

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Total No. complaints received - Waste	58		92		127		
% of complaints resolved within timescale - Waste	93.1%		95.7%		90.6%		75%
% of complaints with at least one point upheld (stage 1 and 2) - Waste	56.9%		75%		30.7%		
Total No. of lessons learnt identified (stage 1 and 2) - Waste	0		0		1		

2. Processes – Waste

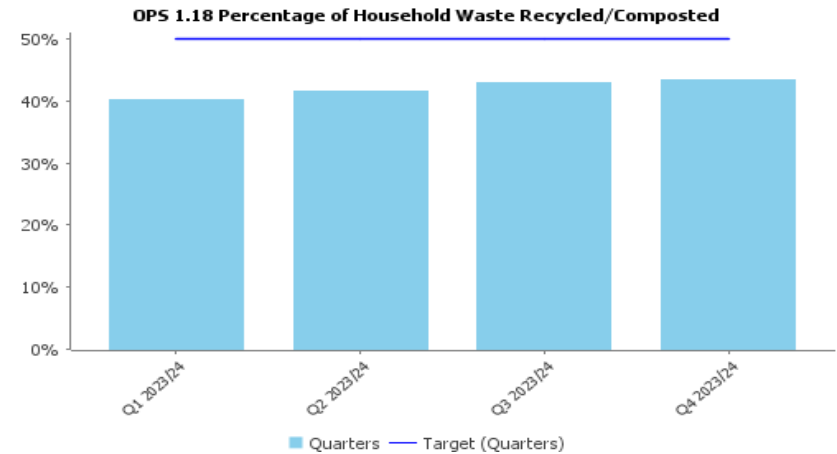
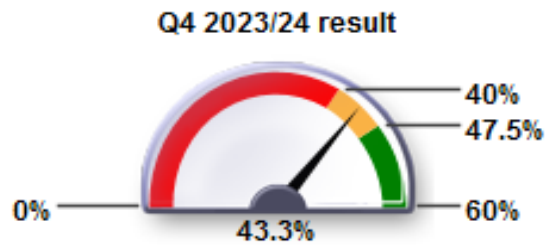
Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
% Waste diverted from Landfill	72.8%		87.7% []		87.6%		85%
*Percentage of Household Waste Recycled/Composted	41.6%		42.9%		43.3%		50%

*% 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.

Recycling and Diversion rate for rolling 12 months April 2023 – March 2024

Description	Tonnage (T)	Percentage	Target
Recycled	38628.3	43.3%	50%
EfW	39553.9	44.3%	
Total Waste diverted from landfill (= Recycled + EfW)	78182.2	87.6%	85%
Landfilled	11047.2	12.4%	
Total household waste	89229.4	100%	

Percentage of Household Waste Recycled/Composted (Quarterly figure)



Why is this important?

Aberdeen City Council has a statutory function as Waste Disposal Authority meaning it is responsible for arranging the disposal of all controlled waste collected by the Waste Collection Authority (which is also ACC) in its area. This figure reflects aiming towards the meeting of local and national policy ambitions as well as statutory requirements.

Benchmark Information:

This is a local measure and is not currently benchmarked.

Target:

The target figure for 2023/24 for this PI is 50% and it is not intended that this will be increased during the coming financial year for reasons outlined below.

This is what the data is saying:

From a high of 49.6% during Q4 of 2019/20 which was the beginning of the Covid pandemic, performance proceeded to fluctuate and eventually fell to a low of 40.4% in the final quarter of last financial year. The figures have gradually improved since then but have not yet returned to pre covid levels.

This is the trend:

In the financial year 2023/24, the results for this measure, while remaining below target have recovered slightly to the current level of 43.3% in Q4.

This is the impact:

In line with national trends, Aberdeen's recycling rate decreased during the coronavirus pandemic. Aberdeen suffered a devastating fire that destroyed the Altens East Recycling and Recovery Facility. Performance will continue to be limited until the facility is rebuilt.

These are the next steps we are taking for improvement:

The single most significant factor affecting Aberdeen's recycling performance is the loss of the Altens East facility. Although our service delivery is maintained, the contingency tipping and processing arrangements for the city's mixed recycling limits our ability for growth. In addition, the lack of a transfer facility at Altens increases the pressure on the Council's only other transfer station at Sclattie. In addition to being the tipping site for recycling, Sclattie is the contingency tipping site for the NE SS Energy Facility, the bulking site for materials from Household Waste and Recycling Centres and the tipping and pre-treatment site for bulky wastes and materials containing persistent organic pollutants (POPs). This limits the space available to separate other wastes for reuse and recycling.

Performance is therefore limited until we have an operating transfer station at Altens and a new materials recovery facility. Nevertheless, Aberdeen continues to be the best performing city in Scotland, despite these challenges,

Meantime, in addition to rebuilding the Altens facility, Aberdeen has implemented several infrastructure improvements, (with the support of Scottish Government funding) designed to enhance opportunities for reuse and recycling of larger items. More funding bids are being prepared to support future projects. A replacement recycling centre is being developed for Bridge of Don, which will be a significant improvement on the current site and will include dedicated reuse facilities to help grow our reuse network.

In addition, regular communication and engagement activities to promote waste reduction, reuse and recycling are planned and delivered using a range of approaches including digital, advertising, community channels and in-person engagement.







Responsible officer:







Kristine Hultman

Last Updated:




Q4 2023/24

3. Staff – Waste

Performance Indicator	Q2 2023/24		Q3 2023/24		Q4 2023/24		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Accidents - Reportable - Employees (No in Quarter - Waste)	1		0		1		
Accidents - Non-Reportable - Employees (No in Quarter - Waste)	3		12		14		




Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Sickness Absence - Average Number of Days Lost - Waste	12.9		12.2		11.6		10
Establishment actual FTE	187.05		187.56		185.35		

4. Finance & Controls – Waste





Performance Indicator	Jan 2024		Feb 2024		Mar 2024		2023/24 Target
	Value	Status	Value	Status	Value	Status	
Staff Costs - % Spend to Date (FYB)	85%		93.6%		100.4%		100%

Strategic Place Planning

Climate and Sustainability Policy Carbon Budget

Performance Indicator					
We will remain within the annual maximum cap of carbon emissions (tCO2e)*					
Carbon Budget 2023/24	Q1 Status	Q2 Status	Q3 Status	Q4 Status	Cap 23/24 tCO2e
Maximum cap on total Council carbon emissions (tCO2e)* 2023-24				**	26,474
Maximum cap on total Council carbon emissions (tCO2e)* 2023-24 (including district heating)				**	
Emissions tCO2e - scope 1 & 2	Q1 Status	Q2 Status	Q3 Status	Q4 Status	Indicative cap on emissions
Fleet assets (vehicle & plant)					3,582
Street lighting					2,617
Emissions tCO2e - scope 3	Q1 Status	Q2 Status	Q3 Status	Q4 Status	Indicative cap on emissions
Staff travel - grey fleet					192
 Within the maximum cap in emissions	 Within 10% exceedance of maximum cap	 Over 10% exceedance of maximum cap			
<p>2023/24 year end emissions data is currently being calculated and data is not complete at time of reporting for all emission sources. Available data indicates:</p> <ul style="list-style-type: none"> Street lighting - emissions are under the maximum cap in emissions. Street lighting is a key source of carbon savings, showing a steady reduction since the 2015/16 baseline, resulting in a significant reduction overall. Fleet assets (vehicle and plant) - emissions are exceeding the reduction trajectory. Staff travel (grey fleet) - emissions are below the reduction trajectory. Emissions from other sources of staff travel are currently being calculated. <p>*tCO2e - tonnes of carbon dioxide equivalent</p> <p>**A full break down and total emissions (tCO2e) for 2023-24 from Council buildings (electricity, gas, oil, district heating); water; fleet assets (vehicle and plant); street lighting; internal waste; and homeworking, will be reported to Net Zero, Environment and Transport Committee in November as part of the annual Climate Change Report.</p>					

Traffic Light Icons Used

	On target or within 5% of target
	Within 5% - 20% of target and being monitored
	More than 20% below target and being actively pursued
	Data only – target not appropriate

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment & Transport
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Place Based Strategy Framework – Update Report
REPORT NUMBER	CR&E/24/160
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	David Dunne
TERMS OF REFERENCE	1

1. PURPOSE OF REPORT

- 1.1 The report provides an update on the development of some of the Council's key place-based strategies.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the current position on the preparation of plans and strategies set out in the report, and the indicative timelines provided; and
- 2.2 Instruct the Chief Officer – Strategic Place Planning to produce an annual Service Update to this Committee on the ongoing development of the plans and strategies set out in this report, noting that this will be in addition to the ongoing reports to Committee on each individual plan and strategy.

3. CURRENT SITUATION

- 3.1 In May 2023 a report was presented to the Net Zero, Environment and Transport Committee (COM/23/121) to explain the framework of place-based strategies and the interrelationship and interdependencies between them. The report also set out the role of these plans and strategies in the decision-making process and the timeline for their development and review. One of the instructions from the May 2023 report was for the Chief Officer – Strategic Place Planning to keep the strategy framework up to date and report back to this Committee annually. This report provides an annual update on this basis.

National Plan / Strategy Updates

- 3.2 Key changes in the national picture of plans and strategies over the last year are summarised below:

- National Planning Framework 4 (NPF4)

Following its approval by the Scottish Parliament on 11 January 2023, NPF4 formally became part of the statutory development plan on 13 February 2023. Over the last 12 months Officers have been working with a range of stakeholders to ensure the transition to this new planning framework is managed as smoothly as possible. The framework set by NPF4 will be particularly important during production of the Council's own Local Development Plan, discussed further below.

Climate & Nature

- There has been much activity at Scottish Government level on biodiversity law and policy in recent times. Consultations on this have included: Natural Environment Bill, Scottish Biodiversity Strategy and Delivery Plan, Nature Networks, 30 x 30, Biodiversity Metric for Planning, Marine Conservation and more. The outcomes of these are yet to be seen and may result in new and / or amended law and / or policies affecting public bodies.
- Similar to biodiversity, there has also been much activity on climate law and policy. There have been consultations on the following: Energy Strategy & Just Transition, Circular Economy, National Adaptation Plan, Good Food Nation Plan, Wellbeing & Sustainable Development, Heat in Buildings and much more. The outcomes of these are yet to be seen and may result in new and / or amended law and / or policies affecting public bodies.
- Some of the recent activity has been more significant and high profile, with much remaining unclear and in flux at the time of writing this Report. The Government, in line with the findings of the Climate Change Committee, recently stated that the statutory climate targets, to 2030, as set out through the Climate Change (Scotland) Acts, were now considered overambitious and unachievable. While they emphasised their commitment to the end target of net zero by 2045, they stated their intention to abolish annual and interim targets to 2030, instead proposing to set out a new monitoring regime of 5-year carbon budgets through revised climate legislation, yet to be brought forward.
- There is a duty on the Scottish Government, as part of the above legislation, to bring forward a Climate Change Plan update setting out how they intend to meet the statutory targets. Also expected was updated statutory guidance for public bodies on implementing climate law and policy. These were expected to be published in late 2023 and were delayed to early 2025. It is understood at this time that the intention remains to publish these. If and when these are published, they will act as important guides for updating the Council and City climate related strategies and plans in 2025.

Regional Plan / Strategy Updates

- 3.3 Key changes in the regional picture of plans and strategies over the last year are summarised below:
- There have been no material changes to report on regional plans or strategies in the reporting period.

Local Strategy Framework Updates

- 3.4 Key changes in the local picture of plans and strategies over the last year are summarised below:

Local Outcome Improvement Plan / Locality Plans

- 3.5 On 29 April 2024 the refreshed Aberdeen City Local Outcome Improvement Plan (LOIP) 2016-26 and three Locality Plans for North, South and Central Aberdeen were approved by the Community Planning Aberdeen (CPA) Board. The LOIP focuses on four themes: Economy, People, Place and Community Empowerment, with 97 improvement projects planned to help achieve the goals.

Local Development Plan

- 3.6 On 19 June 2023 the Aberdeen Local Development Plan (LDP) 2023 was formally adopted by the Council and constituted as part of the statutory Development Plan. It will be used to guide decisions on planning applications alongside Aberdeen Planning Guidance and Supplementary Guidance. The LDP provides a land use framework until 2032 and aims towards Aberdeen being a sustainable city at the heart of a vibrant and inclusive North East of Scotland.
- 3.7 On 22 November 2023 Members of the Council's Finance & Resources Committee agreed a Development Plan Scheme and Participation Statement to set the Council's programme for preparing and reviewing the next Local Development Plan, which is programmed for adoption in 2028.

Local Transport Strategy

- 3.8 A Draft Local Transport Strategy (LTS) was approved by this Committee in August 2023, and public consultation took place on the draft strategy and all supporting appendices and background documents from November 2023 – January 2024. The consultation generated a high number of responses and presented a number of complex issues which Officers are currently working through. This exercise is being supported by Officers from the Aberdeen Health Determinants Research Collaboration (HDRC) given the resourcing pressures associated with analysis of a large number of complex and detailed responses, many of which relate to the links between transportation and health and wellbeing.

- 3.9 Officers are also mindful of a number of key City Centre transport interventions currently underway and that it would be beneficial if the results of / feedback from these interventions could also be reflected in the final strategy. Some examples include the bus priority interventions, the progress of Aberdeen Rapid Transit – both subject to other reports on this Agenda – as well as work ongoing on the Regional Active Travel Network Review and the City Centre Car Parking Strategy (which itself will be informed by the upcoming six month reduction in charges for off-street car parking in Council carparks after 5pm). A report summarising and analysing the consultation responses from the Draft LTS will be presented back to this Committee later this year, at which point Members will also be asked to approve a new timeline for the final Local Transport Strategy to be reported back for approval.

Local Housing Strategy

- 3.10 The Aberdeen Local Housing Strategy (LHS) (2018-2023) is currently being refreshed. A report setting out the timeline, vision and strategic outcomes will be reported to the May meeting of the Communities, Housing and Public Protection Committee.

Net Zero Aberdeen Routemap & Strategies

- 3.11 A refreshed Net Zero Aberdeen & Adaptation Board has been established to help continue directing collaborative efforts on citywide net zero and climate adaptation ambitions. The new Board first met on 16 May 2024 to discuss existing plans and set out new ways forward to take the city from strategic ambitions towards delivery plans. The Board will meet at least twice a year to ensure momentum on these matters.

NZA Buildings & Heat / Local Heat & Energy Efficiency Strategy (LHEES)

- 3.12 Work commenced during the reporting period to develop a Local Heat and Energy Efficiency Strategy (LHEES) which aims to underpin an area-based approach to heat and energy efficiency planning and delivery. This is being led by the Council's Energy Management Team, supported with external Scottish Government funding and with specialised support from ChangeWorks. Work to date has involved stakeholder engagement to identify key issues and opportunities. The outputs are yet to be finalised and will be reported to Committee at the appropriate time.

NZA Natural Environment Strategy - Open Space Audit

- 3.13 The second Aberdeen Open Space Audit has been completed and is due to be published. This is a significant piece of work and provides a critical evidence base on the types, quantities, distribution, qualities, accessibility and public perceptions of public open spaces across Aberdeen. This evidence will be used by the Council and partners to help inform their own policies and approaches to open space. This includes the next Local Development Plan, Council Climate Plan and Net Zero Aberdeen Natural Environment Strategy refresh.

Outline Timelines

- 3.14 Table 1 below gives an indication of the timelines for some of the key plans and strategies prepared by the Council. Please note that this is not an exhaustive list of plans or strategies, and the timelines quoted may be subject to change.

Table 1: Key dates for a range of strategies

Strategy Title	Live / Fixed	Adopted	Next Review (Approx.)	Next Adoption Date (Approx.)
Local Outcome Improvement Plan	F	2021	2025	2026/7
Aberdeen Adapts Framework	L	2022	2024/5	2025
Net Zero Aberdeen (NZA) Routemap	L	2022	2024/5	2025
NZA Mobility Strategy	L	2022	2024/5	2025
NZA Building and Heat Strategy	L	2022	2024/5	2025
NZA Circular Economy Strategy	L	2022	2024/5	2025
NZA Energy Supply Strategy	L	2022	2024/5	2025
NZA Natural Environment Strategy	L	2022	2024/5	2025
NZA Empowerment Strategy	L	2022	2024/5	2025
Council Climate Change Plan	L	2021	2024/5	2025
Local Development Plan	F	2023	2024	2028
Local Transport Strategy	F	2016	2021	2025
Local Housing Strategy	F	2018	2021	2024
Flood Risk Management Plan	F	2022	2027	2028
Waste Strategy	F	2015	2022	2025
Active Travel Action Plan / Network Review	F	2021	2023	2026

4. FINANCIAL IMPLICATIONS

- 4.1 There are no direct financial implications from this report. Preparation of individual Council plans and strategies will be met through existing budgets.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The purpose of this report is to update the Committee on a number of Council plans and strategies, and so there are no direct implications arising from this report. Individual strategies, programmes or plans may in themselves be required to undertake a Strategic Environmental Assessment or Habitats Regulation Appraisal to identify the likely environmental effects, and to avoid any adverse environmental effects occurring.

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	Failure where the Council has scope of influence to contribute to place based targets	Strengthened place-based governance approach.	M	Yes
Compliance	Failure to contribute to the delivery of national targets/ programmes	Strengthened place-based governance approach.	L	Yes
Operational	Failure to support the governance structure	Strengthen the strategic direction to the delivery of operation services and to focus resources accordingly	L	Yes
Financial	Failure to focus resources on preventative spend and in a coordinated way to ensure strategic delivery	Provide support and strategic direction for resource spend.	L	Yes
Reputational	Failure to support the governance structure	Council Core Coordination Group in place for place based climate work.	M	Yes
Environment / Climate	Risk to the delivery of Net Zero Aberdeen & Aberdeen Adapts	Ongoing support for the delivery of collaborative place based climate work programmes; as well as the Council project pipeline	M	Yes

8. OUTCOMES

Council Delivery Plan 2024	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	There are no direct proposals within this report the purpose of the report is to explain how the policies developed by the council will aim to deliver the policy statement, where the Council has scope to do so.
	<u>Local Outcome Improvement Plan</u>
Prosperous Place Stretch Outcomes	The purpose of this report is to explain the relationship between regional and city wide strategies rather than delivering any objectives in and of itself.
Regional and City Strategies	The purpose of this report is to explain the relationship between regional and city wide strategies rather than delivering any objectives in and of itself.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment (IIA)	As an update report with no material decisions or actions, no IIA is required. I confirm this has been discussed and agreed with David Dunne, Chief Officer Strategic Place Planning on 07/05/2024.
Data Protection Impact Assessment	Not required
Other	Not required

10. BACKGROUND PAPERS

- 10.1 Report to Net Zero, Environment and Transport Committee, May 2023: COM/23/121 – Place Based Strategy Framework

11. APPENDICES

- 11.1 N/A

12. REPORT AUTHOR CONTACT DETAILS

Name	David Dunne
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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Nature Awareness Campaign: Plans for a citywide collaboration
REPORT NUMBER	CR&E/24/164
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Richard Brough
TERMS OF REFERENCE	NZET 9.1

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update Members on Plans for a Citywide Nature Awareness Campaign, previously reported to [NZET 31/10/202 Item 12 Recommendations \(d\) to develop and lead projects in partnership with other public bodies in the City to ii\)](#) To develop, implement and monitor a public and wider stakeholder awareness and engagement campaign on the value of nature to the City, its citizens and businesses, the risks to nature locally and the need for local action, what the Council and partners were doing and what others could also do in support of nature recovery across Aberdeen.

2. RECOMMENDATIONS

That the Committee:

- 2.1 approve the outline Plans for the Citywide Nature Awareness Campaign; and
- 2.2 instruct the Chief Officer – Strategic Place Planning to continue working on the Campaign with citywide partners and provide a service update within 12 months of this report

3. CURRENT SITUATION

- 3.1 In March 2023, Aberdeen City Council added its voice to the growing number of local authorities around the world to have responded to the global climate change and nature loss crises by declaring a climate and nature emergency. Details of the declaration are available in the [minutes of the full Council meeting of 22 February 2023](#) (see item 18) and the Climate and Nature Emergency Declaration
- 3.2 Understanding, protecting and recovering nature is key to ensuring we meet the ambitions set out in the [Council's Climate Change Plan 2021-25](#) and our citywide collective ambitions set out in the [Net Zero Aberdeen Routemap](#) and

place-based strategies, specifically the [Natural Environment and Empowerment Strategies](#)

3.3 The Net Zero Aberdeen Empowerment Strategy reports the Local Outcome Improvement Plan and the locality plans for the North, South and Central areas of the city saw communities and individuals highlighting the need to embrace greener more sustainable ways of working and living. The Nature Awareness Campaign links closely to the Empowerment Strategy which aims to set out a framework for public engagement with people at the heart. Building on the strong community empowerment networks, and the existing organisations and partnerships active in the city with a key focus on being inclusive and ensuring that all voices are heard as we work together to ensure that the ambition for Net Zero Aberdeen is turned into action.

3.4 Nature plays a major part in Scotland's economic growth and quality of life providing us with water, clean air and food, raw materials for medicines, industry and buildings. Our crops rely on insect pollination and the complex biological processes that create soil. Enjoying parks, landscapes and wildlife improves our health and wellbeing.

- Sustainable tourism is one of seven growth industries in Scotland – it brings in more than £4 billion each year.
- Sustainable use of our environment contributes over £17 billion a year to Scotland's economy.
- NatureScot's [Valuing our Environment report](#) reveals the economic value of the environment. Its sustainable use supports 11% of Scotland's total economic output – worth £17.2 billion a year – and one in seven full-time jobs.

3.5 The draft Open Space Audit Report 2024 (CR&E/24/162) reveals that:

- 82% of respondents agreed or strongly agreed that they would like to see more greenspaces managed in a more natural way for the benefit of wildlife and nature.
- 49% of respondents said they would be encouraged to visit spaces more often if they were managed for wildlife and nature.

Although perceptions are changing, there remains for some, a misconception around the way we manage land for nature. Land managed for nature may appear overgrown or unmanaged, but this is often intentional, as it provides important habitats for wildlife. It is important to raise awareness about the value of natural habitats and the role they play in supporting biodiversity, to address this misconception and foster a greater appreciation and awareness of nature's role. The Nature Awareness campaign seeks to achieve this.

3.6 In Scotland, the data and evidence regarding the extent of nature loss are constantly increasing. This information comes from various sources.

- Scotland's Biodiversity Strategy Indicators [Scotland's Indicators | NatureScot](#)
- [Scotland's Natural Capital Asset Index - 2023 \(data to 2021\) - Update Summary | NatureScot](#)

- State of Nature Scotland Report; [State of Nature Scotland Report | NatureScot](#)
 - North East Scotland Biological Records [NESBReC Species distribution maps - NESBReC](#)
- 3.7 [The Biodiversity Duty Report 2023](#) included the recommendation that the Council develop, implement and monitor a public and wider stakeholder awareness and engagement campaign on the value of nature to the City, its citizens and businesses, the risks to nature locally and the need for local action, what the Council and partners were doing and what others could also do in support of nature recovery across Aberdeen.
- 3.8 [In October 2023 the NZET committee instructed the Chief Officer – Strategic Place Planning](#) to develop, implement and monitor a public and wider stakeholder awareness and engagement campaign.
- 3.9 The campaign aims to raise public awareness of the significance and value of nature, the risks to nature locally and the need for local action. The campaign will identify what the Council and partners are doing and what others could do in support of nature recovery across Aberdeen. Additionally, the campaign will showcase community action and highlight the efforts of local groups and individuals in supporting nature recovery.

Campaign Progress

The Council in collaboration with stakeholders and partner organisations has commenced engagement on the development of a Citywide Nature Awareness Campaign as follows:

The first step was to conduct a stakeholder analysis, which was completed in March 2024. Following invitations to various stakeholders to take part in the campaign a stakeholder workshop was held on April 26th, 2024, which was attended by a diverse group of stakeholders, including nature and communications specialists, health and wellbeing professionals, and landowners.

During the workshop, participants discussed the outcomes and aims identified in the [refreshed Local Outcome Improvement Plan \(LOIP\)](#).

It was agreed that the campaign aims could be expanded beyond the LOIP through collaboration with stakeholders and communities. The group also reviewed key initiatives and strategies for increasing public awareness about nature and identified potential community engagement/change ideas including:

1. Collaborative Storytelling Projects: Create a platform where all individuals can contribute their personal stories about nature, wildlife encounters, or environmental conservation efforts.
2. Develop a branding campaign that emphasises the importance of nature. Collaborate with artists, influencers, and environmental organisations to create visually appealing content that promotes nature awareness and highlights the need for conservation and sustainable living practices.

3. Host a series of interactive workshops and webinars for communities and groups to help shape the campaign narrative and raise awareness.
4. Install interpretation panels with QR codes on sites managed for nature to explain why we are managing the land this way.
5. Host lunch and learn sessions for staff and businesses to raise awareness and serve as a platform to help shape the campaign narrative.
6. Nature-Themed Online Challenges: Launch online challenges that encourage individuals of all ages to participate in nature-related activities and raise their awareness and understanding. These challenges will also help shape the campaign narrative. Children and young people will support the design of challenges for their class or school.

The above change ideas will be tested as follows:

- Tests 1, 2 and 3. Tillydrone, Woodside and Seaton including children and young people via schools in the locality.
- Test 4. sites managed for nature starting in Tillydrone, Woodside and Seaton
- Test 5 and 6. Test with a CPA partner initially and reach out to responsible business partners. BP or NHS.
- Test 1, 2 and 6: design and test children and young people versions with children and young people via schools in Tillydrone, Woodside and Seaton.

A project team has now been set up to take the campaign forward. The team includes health professionals, landowners, nature experts, and community engagement specialists. In collaboration with stakeholders and communities a draft charter framework is being developed for the campaign. A service update will be provided within 12 months of this report.

4. FINANCIAL IMPLICATIONS

- 4.1 The Campaign as it is currently defined does not require additional budget. The Council and external stakeholders and partners will provide incidental financial and in-kind staff resources as part of a Citywide collaborative effort. Where required, opportunities to apply for external funding will be explored.

5. LEGAL IMPLICATIONS

- 5.1 Under the Nature Conservation (Scotland) Act 2004, all public bodies in Scotland have a duty to further the conservation of biodiversity when carrying out their responsibilities. This biodiversity duty is about taking care of nature all around us, not just in specific protected sites and for particular species. Fulfilling our Biodiversity Duty can help address wider outcomes such as:
 - Helping Scotland halt biodiversity loss and address the climate and nature emergency, contributing to a green recovery and a net zero future.
 - Ensuring compliance with legislation and helping Scotland to meet its national and international biodiversity targets.
 - Contributing to sustainable development and the quality of life in Scotland.
 - Demonstrating we are working in a socially responsible and ethical way, by safeguarding biodiversity and environmental assets for future generations.
- 5.2 [Climate Change \(Scotland\) Act 2009](#) places duties on the public sector to:
 - Reduce greenhouse gas emissions.

- Put in place measures to adapt to a changing climate.
- Work in a sustainable way.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The Citywide Nature Awareness Campaign has the potential to have both positive and negative impacts on the environment. On the positive side, the campaign can lead to increased conservation efforts, improved management and quality of nature in and outwith nature sites, and a greater sense of responsibility towards conserving natural resources and ecosystems. Additionally, increased public awareness of nature and its interconnectedness with human life can lead to more sustainable and eco-friendly practices. On the negative side, there is a potential for increased human activity in natural areas to have unintended consequences, such as habitat destruction, pollution, and disturbance of wildlife. It is important for the campaign to promote responsible and sustainable interactions with nature to minimise negative impacts.

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	No significant risks identified			Yes
Compliance	Not delivering the campaign undermines our ability to deliver our strategic climate and nature ambitions at council and city levels, especially the Net Zero Aberdeen environment and empowerment strategies.	Continue to work with partners on the Citywide Nature Awareness Campaign	L	Yes
Operational	Not carrying out the campaign undermines our ability to operationally manage council land for nature in line with our	Continue to work with partners on the Citywide Nature Awareness Campaign	L	Yes

	duties and ambitions.			
Financial	No significant risks identified			Yes
Reputational	A general risk to reputation for not being seen to be taking action, including should we fail to implement a recommendation of our Biodiversity Duty Report 2023	Continue to work with partners on the Citywide Nature Awareness Campaign	L	Yes
Environment / Climate	Not delivering the campaign could undermine our ability to deliver on our climate and nature strategies, plans and outcomes.	Continue to work with partners on the Citywide Nature Awareness Campaign	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:</p> <ul style="list-style-type: none"> • 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. • Work with communities to review the management of council-managed open spaces to create more sustainable and safer green areas and open spaces and develop a Community Environmental Improvement Fund, for communities to access, to implement their own small-scale local environmental improvements. • Recognise the importance of 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. • Promote and improve woodland in our city and in particular launch a “A Million Trees for Aberdeen” programme to plant, with partners, a further one million trees in Aberdeen by 2032 at minimal cost to the Council.

	<ul style="list-style-type: none"> Invest in Aberdeen's green future by maintaining and planting street trees and ensuring the right trees are planted in the right places
<u>Local Outcome Improvement Plan</u>	
Prosperous Economy Stretch Outcomes	Whilst not immediately supporting the Prosperous Economy stretch outcomes, raising the awareness and the protection of nature and biodiversity within the city will help create an attractive place where people will want to live and work.
Prosperous People Stretch Outcomes	Raising awareness of the importance and value of nature will contribute to achieving the stretch outcomes for Prosperous People. The positive effect on the wellbeing and health of people from interactions and closeness to nature are well documented.
Prosperous Place Stretch Outcomes	<p>The proposals in this report support the delivery of the following LOIP Stretch Outcome 15 and project aims.</p> <p>26% of Aberdeen's area will be protected for nature and 60% of citizens report that spaces and buildings are well cared for by 2026</p> <p>LOIP Improvement Project Aim 15.2 - 100 people to be socially prescribed nature by 2026 to support positive outcomes in relation to their health and wellbeing</p> <p>LOIP Improvement Project Aim 15.3 - 25% of citizens report that they understand the importance of nature on both their neighbourhood and individual wellbeing by 2026</p> <p>LOIP Improvement Project Aim 15.4 - at least 23 organisations across all sectors in Aberdeen pledge to manage at least 10% of their land for nature by 2023 (23by23) and at least 26% by 2026 (26by26)</p>
Regional and City Strategies	<p>The Citywide Nature Awareness Campaign supports both national and regional priorities such as the: Scottish Biodiversity Strategy, emerging Delivery Plan and allied Nature Networks and 30 x 30 ambitions. Delivery of the Aberdeen Adapts framework, Net Zero Aberdeen Routemap and associated place-based strategies, specifically the Natural Environment and Empowerment Strategies.</p> <p>Regional Economic Strategy.</p> <p>Principles of our Northeast Scotland Biodiversity Partnership (NESBiP), which is a regional strategic partnership with Aberdeenshire and Moray Councils and public and private sector partners.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Integrated Impact Assessment has been completed. The impacts are generally perceived as neutral. If successful, the campaign could have positive impacts on individuals with protected characteristics. Negative impacts could occur if protected groups are unable to access online media or for people with visual impairment. Care will be taken to utilise appropriate media for communicating with protected groups.
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

- 10.1 [NZET 31/10/202 Item 12 Recommendations \(d\) to develop and lead projects in partnership with other public bodies in the City to ii\)](https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=8509&Ver=4)
<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=8509&Ver=4>

develop, implement and monitor a public and wider stakeholder awareness and engagement campaign on the value of nature to the City, its citizens and businesses, the risks to nature locally and the need for local action, what the Council and partners were doing and what others could also do in support of nature recovery across Aberdeen; and iii) report back to Committee within 12 months with the outcomes of these projects.

10.2 URL Links

- [NZET 31/10/202 Item 12 Recommendations \(d\) to develop and lead projects in partnership with other public bodies in the City to ii\)](https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=8509&Ver=4)
<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=685&MId=8509&Ver=4>
- [minutes of the full Council meeting of 22 February 2023](https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=122&MId=8658&Ver=4) (see item 18).
<https://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=122&MId=8658&Ver=4>
- [Climate and Nature Emergency Declaration](https://www.aberdeencity.gov.uk/news/aberdeen-city-council-declares-climate-and-nature-emergency#:~:text=Aberdeen%20City%20Council%20has%20added,a%20climate%20and%20nature%20emergency)
<https://www.aberdeencity.gov.uk/news/aberdeen-city-council-declares-climate-and-nature-emergency#:~:text=Aberdeen%20City%20Council%20has%20added,a%20climate%20and%20nature%20emergency>
- [Council's Climate Change Plan 2021-25](https://www.aberdeencity.gov.uk/sites/default/files/2021-09/%20Council%20Climate%20Change%20Plan%202021-25%20Towards%20a%20Net%20Zero%20and%20Climate%20Resilient%20Council.pdf)
<https://www.aberdeencity.gov.uk/sites/default/files/2021-09/%20Council%20Climate%20Change%20Plan%202021-25%20Towards%20a%20Net%20Zero%20and%20Climate%20Resilient%20Council.pdf>
- [Net Zero Aberdeen Routemap](https://www.aberdeencity.gov.uk/sites/default/files/2022-11/Net%20Zero%20Aberdeen%20v1.0.pdf)
<https://www.aberdeencity.gov.uk/sites/default/files/2022-11/Net%20Zero%20Aberdeen%20v1.0.pdf>

- Natural Environment and Empowerment Strategies <https://www.aberdeencity.gov.uk/net-zero-aberdeen/strategy-documents>.
- NatureScot's [Valuing our Environment report](https://digital.nls.uk/pubs/e-monographs/2020/216588518.23.pdf) <https://digital.nls.uk/pubs/e-monographs/2020/216588518.23.pdf>
- [Scotland's Indicators | NatureScot](https://www.nature.scot/information-hub/indicators-trends/scotlands-indicators) <https://www.nature.scot/information-hub/indicators-trends/scotlands-indicators>
- [Scotland's Natural Capital Asset Index - 2023 \(data to 2021\) - Update Summary | NatureScot](https://www.nature.scot/doc/scotlands-natural-capital-asset-index-2023-data-2021-update-) <https://www.nature.scot/doc/scotlands-natural-capital-asset-index-2023-data-2021-update->
- [State of Nature Scotland Report | NatureScot](https://www.nature.scot/doc/state-nature-scotland-report) <https://www.nature.scot/doc/state-nature-scotland-report>
- [NESBReC Species distribution maps - NESBReC](https://nesbrec.org.uk/biomaps/) <https://nesbrec.org.uk/biomaps/>
- [The Biodiversity Duty Report 2023](http://councilcommittees/documents/s150386/Biodiversity%20Duty%20Appendix.pdf) <http://councilcommittees/documents/s150386/Biodiversity%20Duty%20Appendix.pdf>
- [In October 2023 the NZET committee instructed the Chief Officer – Strategic Place Planning](http://councilcommittees/ieDecisionDetails.aspx?AllId=101931) <http://councilcommittees/ieDecisionDetails.aspx?AllId=101931>
- [refreshed Local Outcome Improvement Plan \(LOIP\).](https://communityplanningaberdeen.org.uk/wp-content/uploads/2024/02/Consultation-Draft-Refreshed-LOIP-2016-2026.pdf) <https://communityplanningaberdeen.org.uk/wp-content/uploads/2024/02/Consultation-Draft-Refreshed-LOIP-2016-2026.pdf>
- [Nextdoor Nature Project](https://www.wildlifetrusts.org/nextdoor-nature) <https://www.wildlifetrusts.org/nextdoor-nature>
- [Climate Change \(Scotland\) Act 2009](http://www.legislation.gov.uk/asp/2009/12/contents) <http://www.legislation.gov.uk/asp/2009/12/contents>

11. APPENDICES (None)

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Trees and Woodland
REPORT NUMBER	CR&E/24/166
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Steven Shaw
TERMS OF REFERENCE	1

1. PURPOSE OF REPORT

- 1.1 The report provides an update on the ongoing Council work to Aberdeen's public trees and woodland following the storms of 2021, 2022 and 2023.
- 1.2 The report also gives an update on Environmental Services' sustainability projects and initiatives undertaken to protect and enhance Aberdeen's public trees and woodlands including the 1 Million Trees initiative and the work to deliver elements of the Tree & Woodland Strategic Implementation Plan.
- 1.3 This report also seeks approval for Environmental Services to continue to explore funding options, including grants and sponsorship to help fund further tree planting programmes in Aberdeen.

2. RECOMMENDATIONS

That the Committee:

- 2.1 Notes and welcomes the information contained within this report; and
- 2.2 Instructs the Chief Officer – Operations, to continue to explore funding options, including grants and sponsorship to help fund further tree planting in Aberdeen.

3. CURRENT SITUATION

3.1 Storm Damage Work

- 3.1.1 The storms of the last three years have had a devastating impact on Council's tree population and had a significant impact on Aberdeen's open spaces.
- 3.1.2 All types of trees have been affected. A substantial number have blown down, many have been uprooted, branches and limbs snapped off, and several trees left in a precarious and dangerous position. Trees in schools, parks, play areas, open spaces, streets, and woodlands have all been impacted.

- 3.1.3 The Arboricultural team were called out and worked in the worst of the storms to ensure trees were made safe and that roads were cleared for safe access. The team has continued to work continuously on trees and woodland impacted since the storms. Storm damage has been the focus of the team's work since Storm Arwen hit.
- 3.1.4 In February 2022 City Growth and Resources Committee agreed to set aside a sum of £500K from the General Fund Contingency budget, for the Council to deal with the storm damage caused by Storms Arwen, Malik, and Corrie.
- 3.1.5 This additional funding has made an enormous difference to the recovery work. The funding has allowed for additional resources to be brought in to help repair the devastation and tree loss caused by the storms. The team has been able to clear damaged areas, remove high risk trees and replant where trees have been lost. It has allowed woodland devastated by the storms such as Carnie Woods and Hazlehead, to be clear felled and restocked. The funding has also allowed for repair works to be completed. This has included path repairs and fence repairs. All the additional funding has been spent.
- 3.1.6 The majority of tree work required to deal with the damage caused by Storm Arwen has now been completed, but it will take many years for our woodland to fully recover.
- 3.1.7 The impact of the storms has had a devastating impact on Aberdeen's trees, but the team has done an incredible job working through the hundreds of incidents that have resulted from the storms. The recovery work continues to be a focus for the team and is going well.

3.2 Tree & Woodland Strategic Implementation Plan

- 3.2.1 The Tree & Woodland Strategic Implementation Plan was approved by the former Operational Delivery Committee in June 2022. The plan sets out the vision, priorities and an action plan stewardship and expansion of Aberdeen City's urban, street trees, rural trees, and woodlands. It provides a long-term framework for ensuring that their qualities are measurable, recognised, properly valued, protected, and permanently enshrined in the environmental fabric of the city.
- 3.2.2 Work is currently ongoing to deliver Priority 2 of the plan - Expanding and enhancing the Granite City Forest.
- 3.2.3 This work will see a report completed that will provide a rationale to identify the best and most suitable sites for woodland creation in the city. The report that is currently being drafted will categorise areas for planting. This will include a searchable and quantifiable spatial register with analysis maps showing potential sites to take forward and develop as woodland creation schemes.
- 3.2.4 This work will also include Carbon Code (or equivalent) certifications to underpin our Climate Plan and Carbon Budgets.

3.2.5 The next step is for an operational plan to be drawn up with target planting schemes identified. This work will allow for tree planting to begin for the 2024/25 season. This work will be shared with the Net Zero, Environment and Transport Committee in due course.

3.3 **Aberdeen Open Space Audit Report 2024**

3.3.1 The work involved in Aberdeen's trees and woodland has a direct link to the Aberdeen Open Space Audit Report. This report will be shared with the Net Zero, Environment and Transport Committee in June 2024 for approval.

3.3.2 An Open Space Audit is an evidence gathering exercise used to assist with protecting and enhancing blue-green spaces both through the Planning process, by supporting blue-green infrastructure policies in the Aberdeen Local Development Plan and National Planning Framework 4, the spatial strategies for Aberdeen and Scotland. The Planning system plays an important role in protecting and enhancing open spaces for community use, sport and recreation as well as providing high quality new spaces. Open spaces, natural areas and green belt designations are used to protect our most important environmental assets and areas.

3.3.3 A periodic audit provides key information on the types, distribution, qualities, and accessibility of open and blue-green spaces across Aberdeen. This information is also critical to directing green space policies, management of spaces and the interventions of partners. These Audit findings will inform various strategic outcomes for Aberdeen, for example through the Council's Climate Change Plans, the collective citywide Net Zero Aberdeen, Aberdeen Adapts and associated place-based strategies, especially the Natural Environment Strategy and Place based outcomes in current and future Local Outcome Improvement Plans. The findings will also be of use to professionals across a range of fields, community organisations and city partners to aid in their own approaches to open space.

3.3.4 The audit process identifies community views on the value of open spaces and this was completed through an Aberdeen Open Space Audit Public Survey. The findings from the Survey present the views of residents and visitors on how they use and perceive Aberdeen's green and open spaces.

3.3.5 The key findings of the Audit that link to trees and woodland are -

3,902 hectares of open space were surveyed as part of the Open Space Audit.

Natural / semi natural greenspaces are the largest category of open space with 1796 hectares equating to 46% of open space, with open semi natural space (1057ha 59%) and woodland (687ha 38%) being the primary sub types.

- 82% of respondents agreed or strongly agreed that they would like to see more greenspaces managed in a more natural way for the benefit of wildlife and nature.

- 49% of respondents said they would be encouraged to visit spaces more often if they were managed for wildlife and nature.

Parks, woodlands and natural or semi-natural areas had the highest citywide satisfaction rates reported by respondents:

- Parks: 86%
- Woodlands: 82%
- Natural or semi-natural areas: 82%

3.3.6 The findings of the Open Space Audit have an important role to play in the future tree and woodland work and specifically with regards to protecting our open spaces and planning future tree planting.

3.4 1 Million Trees

3.4.1 Environmental Services has been restocking areas affected by storm damage and also planting trees on new areas of land identified as suitable for tree planting. The team has worked in partnership with communities, including schools and businesses, to plant trees across Aberdeen.

3.4.2 Environmental Services has planted 38399 trees since the Winter of 2022. This is more tree planting than has been achieved for many years, and we are proud of what has been achieved. We need to say a huge thank you to the local communities who have helped us plant the trees.

Carnie Woods(Arwen damage restocking)	Nov-22	8688
Brotherfield Woods(Restocking after clearfell)	Nov-22	8711
Crematorium amenity strip(Arwen restocking)	Nov-22	800
Inverdee(Scout nature conservation initiative)	Mar-23	334
Ellon Rd(Friends of Westfield Park)	Mar-23	55
Parkway(Friends of Westfield Park)	Mar-23	50
Seaton (Beating up NorthStar plantation)	Mar-24	1000
Hazledene Road(Arwen restocking)	Apr-24	496
Denwood(Arwen restocking)	Apr-24	8925
Tullos Hill(Nature Restoration Fund)	Apr-24	9340
Total May 2024		38399

3.5 Street Tree Planting

3.5.1 A commitment to plant new and replacement street trees continues. Street tree planting has been allocated £12,000 from the Nature Restoration Funding and this will be used to plant new and replace street trees across Aberdeen in the 2024/2025 planting season.

3.6 Woodside Wee Forest

3.6.1 The first Wee Forest was planted in Aberdeen in 2022 thanks to the joint efforts of Aberdeen City Council's Environmental Services team, NatureScot, and pupils and staff of Woodside Primary School.

3.6.2 Led by NatureScot, the programme aims to give people the opportunity to help tackle the twin crises of climate change and biodiversity loss by creating and caring for their own forest in their own neighbourhood.

3.6.3 To create each forest, around 600 native trees have planted by "Wee Foresters" in an area the size of a tennis court. Volunteer keeper teams look after the forest over the long term and school will use the forest for outdoor learning.

The 600 plants, which include alder, cherry, Scots pine, crab apple, holly, juniper, elder, willow, oak, rowan, and hazel trees along with dog roses, broom, gorse, blaeberry, heather, hawthorn, and blackthorn, have been planted by staff and pupils in a grassy area across Clifton Road from the school with help from the City Council's Countryside Rangers.

3.6.4 Now starting to mature, the Woodside Wee Forest is thriving, with most of the trees in leaf. The Alder and Willow are doing particularly well, now being over two metres tall.

Biodiversity increases in the Wee Forest with every passing year; a variety of invertebrates have colonised the Wee Forest and many are used to feed chicks of the many birds in the greater Woodside area.

The Wee Forest is used every week by outdoor education groups from Woodside Primary School and Nursery, with pupils and staff helping to maintain and monitor the plants.

4. FINANCIAL IMPLICATIONS

4.1 Funding required to meet the Tree & Woodland Strategic Implementation Plan and Council's ambitions will be identified through commissioning intentions.

4.2 Funding will be a challenge but there are opportunities to access funding and options will be explored by the service through continued positive and constructive collaboration with partners, sponsorship, and appropriate grant funders.

4.3 Environmental Services has funded recent projects with Scottish Government Nature Restoration grant funding, Paths for All grant funding and sponsorship.

Over £50,000 of external funding has been accessed in 2023/24 to fund tree planting and woodland paths projects.

4.4 Nature Restoration Funding of £75,000 has been set aside to help with tree planting for the 2024/2025 season.

4.5 Street tree planting has been allocated £12,000 from the Nature Restoration Funding and this will be used to plant new and replace street trees across Aberdeen in the 2024/2025 planting season.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Aberdeen's trees and woodland can help to address the climate change and biodiversity loss crises through sustainable management of the natural environment, by planting the right trees in the right places.

6.2 Our tree and woodland work and projects focus strongly on implementation and helping to deliver against the City Council and City's strategies, notably Net Zero Aberdeen Natural Environment Strategy, Goals 7 and 9 of Aberdeen Adapts, the Council Climate Change Plan and Granite City Growing amongst others.

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	No significant risks.	Future trees and woodland works will link and align to a future ACC Forest and Woodland Strategy.	L	Yes
Compliance	No significant risks.	Continue to monitor.	L	Yes
Operational	Suitable space for future tree planting.	To work with internal and external partners to identify suitable spaces.	L	Yes

Financial	Lack of internal and external funding sources and the inability to continue to fund further storm damage works and any proposed tree planting programmes.	Build programme as part of commissioning intentions and budget process. Continued positive and constructive collaboration with partners and appropriate grant funders.	M	Yes
Reputational	Failure to fully support Aberdeen's tree planting programme identified through Climate Plan and LOIP.	Continued positive and constructive collaboration with partners and appropriate grant funders.	L	Yes
Environment / Climate	Tree planting programmes identified through Climate Plan not realised. Carbon impacts of tree planting not measured and not usable in carbon budgets.	Continued positive and constructive collaboration with partners and appropriate grant funders. Ensure woodlands are climate certified to support Council Climate Plan.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	Supports the delivery of Aberdeen City Council Policy through the Council's commissioning intentions, aligned to the LOIP key drivers, and stretch outcomes.

<u>Aberdeen City Local Outcome Improvement Plan 2016-26</u>	
Place Stretch Outcomes	<p>Climate Change. Supports Outcome 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.</p> <p>Nature and Safe Spaces. Supports Stretch Outcome 15. 26% of Aberdeen's area will be protected and/or managed for nature and 60% of people report they feel that spaces and buildings are well cared for by 2026.</p>
Regional and City Strategies	The work related to this report supports objectives in a range of regional and city strategies including: Strategic and Local Development Plans, Local Outcome Improvement Plan, Aberdeen Adapts, Net Zero Routemap and Natural Environment strategy for the City.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Previous Integrated Impact Assessment relating to the Trees and Woodland Committee Report May 2023 has been reviewed and no changes required.
Data Protection Impact Assessment	Not required.
Other	None

10. BACKGROUND PAPERS

NA

11. APPENDICES

None.

12. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Draft Aberdeen Open Space Audit: 2024
REPORT NUMBER	CR&E/24/162
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Guy Bergman
TERMS OF REFERENCE	2

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to seek approval for the draft Aberdeen Open Space Audit Reports 2024. The Planning (Scotland) Act 2019 requires planning authorities to carry out an audit of existing open space provision in their local authority area. The previous audit report can be viewed on our website <https://www.aberdeencity.gov.uk/services/environment/open-spaces>.

2. RECOMMENDATIONS

That Committee:

- 2.1 approves the content of the draft Aberdeen Open Space Audit 2024: Main and Public Survey Reports;
- 2.2 instructs the Chief Officer – Strategic Place Planning to finalise the Reports (including minor corrections, formatting and inclusion of remaining Ward and Theme information following the examples shown on pages 34 and 50 in the Main Report), circulate these finalised Reports via a Service Update to NZET Members and publish them on the Council’s website;
- 2.3 instructs the Chief Officer – Strategic Place Planning following consultation with Chief Officer Data Insights HDRCA to publish the Open Space Audit geographic information system (GIS) mapping on the Council’s website;
- 2.4 instructs the Chief Officer – Strategic Place Planning to explore options for the development of an ArcGIS StoryMap version of the findings of the Aberdeen Open Space Audit Reports; and
- 2.5 instructs the Chief Officer – Strategic Place Planning to proactively promote the Reports and findings with relevant stakeholders, including our communities.

3. CURRENT SITUATION

About the Open Space Audit & Reports

- 3.1 The Council, as a local authority, is required under the Planning (Scotland) Act 2019 to carry out a periodic audit of existing open space provision in our local authority area. This generally requires publicly accessible open space over 0.2 hectares or any other spaces the planning authority considers to be relevant to be surveyed, excluding agricultural and private land.
- 3.2 An Open Space Audit is an evidence gathering exercise used to assist with protecting and enhancing blue-green spaces both through the Planning process, by supporting blue-green infrastructure policies in the Aberdeen Local Development Plan and National Planning Framework 4, the spatial strategies for Aberdeen and Scotland. The Planning system plays an important role in protecting and enhancing open spaces for community use, sport and recreation as well as providing high quality new spaces. Open spaces, natural areas and green belt designations are used to protect our most important environmental assets and areas.
- 3.3 A periodic audit provides key information on the types, distribution, qualities and accessibility of open and blue-green spaces across Aberdeen. This information is also critical to directing green space policies, management of spaces and the interventions of partners. These Audit findings will inform various strategic outcomes for Aberdeen, for example through the Council's Climate Change Plans, the collective citywide Net Zero Aberdeen, Aberdeen Adapts and associated place based strategies, especially the Natural Environment Strategy and Place based outcomes in current and future Local Outcome Improvement Plans. The findings will also be of use to professionals across a range of fields, community organisations and city partners to aid in their own approaches to open space.
- 3.4 Qualitative indicators, for example ranking quality and condition of facilities, can also help to establish fitness for purpose.
- 3.5 Work is ongoing with the Data and Insights team regarding ongoing analysis of audit outputs and the development of future data sharing opportunities.

Aberdeen Open Space Audit 2024 Public Survey

- 3.6 The audit process should also identify community views on the value of open spaces and this was completed through an Aberdeen Open Space Audit Public Survey. This report also presents the findings from the Survey which sought to collect the views of residents and visitors on how they use and perceive Aberdeen's green and open spaces. The citywide survey received 580 responses, which reflects a high level of engagement compared to similar local surveys.

3.7 Open Space Audit Key Findings

Citywide Open Space

Aberdeen covers an area of 185.7 km² or 18,570 hectares. 3,902 hectares of open space was surveyed as part of the Open Space Audit equating to 21% of the total Aberdeen area.

The citywide average is 300 hectares of open space per ward, ranging from a high of 698 hectares and a low of 47 hectares.

The average citywide open space quality score in Aberdeen was 14.3 out of 25.

Public parks and gardens, amenity greenspace and **sports areas** which are typically the most accessible public spaces used in daily life equate to 5%, 23% and 20% of citywide open space respectively.

Natural / semi natural greenspaces are the largest category of open space with 1796 hectares equating to 46% of open space.

Amenity greenspaces are the second largest open space type (895ha 23%).

Sports areas (798ha 20%) are the third largest open space type.

Public parks and gardens equate to 5% or 204 hectares of open space and this is followed by private gardens or grounds, which includes school grounds and institutional ground areas. These are not always fully accessible at all times but can still be important functional and usable spaces.

Burial grounds, allotments and **play spaces** cover relatively small areas with a combined total of 59 hectares or 2% of open space.

Citywide Open Space Satisfaction

A total of 580 responses to the citywide survey were received.

79% of respondents reported being satisfied, fairly satisfied or very satisfied with the overall quality of Aberdeen's greenspace and open space areas however some open space types had a lower satisfaction rating than others.

Allotments and community food growing spaces, walking/cycling routes and amenity spaces had the lowest citywide satisfaction rates reported by respondents:

- Allotments and community food growing spaces: 65%
- Walking/cycling routes: 64%
- Amenity spaces: 64%

Parks, woodlands and natural or semi-natural areas had the highest citywide satisfaction rates reported by respondents:

- Parks: 86%
- Woodlands: 82%
- Natural or semi-natural areas: 82%

75% of respondents were satisfied, fairly satisfied or very satisfied with children's play areas.

Managing Spaces for Nature

- 82% of respondents agreed or strongly agreed that they would like to see more greenspaces managed in a more natural way for the benefit of wildlife and nature.
- 49% of respondents said they would be encouraged to visit spaces more often if they were managed for wildlife and nature.

Value of Open Space

Respondents were asked the top three reasons why they use, visit or enjoy the city's open spaces. The most common reasons given were:

1. Physical exercise or health reasons (e.g. walking or jogging etc.)	75%
2. To be in nature	71%
3. To meet friends or family or to socialise	53%
4. To get out of the house or office (e.g. for a break)	47%
5. For mental health reasons	31%

Improving Open Space

When asked what would encourage respondents to use or visit Aberdeen's greenspace or open spaces more often the most common reasons given were:

1. If they had better facilities (e.g. benches or toilets)	49%
2. If they were better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.)	45%
3. If there were more adequate paths for walking or cycling	36%
4. If they had less or no dog fouling	30%
5. If they were better connected to other spaces	25%

6. If they had less or no litter	25%
7. If there was better information about them (e.g. information panels or signage)	20%
8. If they had better lighting	19%

Food Growing

- 54% of respondents agreed or strongly agreed that they would like to see more food-growing opportunities within green and open spaces across Aberdeen.
- 65% of respondents reported being satisfied with the quality of allotments and community food growing spaces.

This is the third lowest satisfaction rate of all the open space types and could be attributed to the current high demand and long waiting lists for allotments.

Open Space Use

- On average 41% of respondents visited greenspace and open space areas several times a week, 19% visited once a day and 15% visited once a week.
- 59% of people stayed on average for 1-2 hours, 26% for less than one hour and 15% for more than 2 hours.

Ward Information

A worked example of ward level information is available on page 50 of the Open Space Audit Main Report, information in this format will be provided for all wards in the final published version.

4. FINANCIAL IMPLICATIONS

- 4.1 There are no financial implications arising from the recommendations of this report. The report provides a broad overview of open space provision for the city.

5. LEGAL IMPLICATIONS

- 5.1 Failing to complete a periodic Open Space Audit would result in the Council not meeting its duties under the Planning (Scotland) Act 2019.

6. ENVIRONMENTAL IMPLICATIONS

Biodiversity, open space & trees

- 6.1 Open Space and Green Space Networks are important for both people and wildlife, providing a range of social, health, economic and environmental benefits. An Open Space Audit can have a positive impact as it is used to

assist with protecting and enhancing green spaces through the Planning process and by supporting blue green infrastructure policies in the Aberdeen Local Development Plan and National Planning Framework 4, the spatial strategies for Aberdeen and Scotland. An up to date Open Space Audit is critical to directing green space policies, management of spaces and directing the interventions of partners.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <i>*taking into account controls/control actions</i>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Failing to complete a periodic Open Space Audit would result in a lack of up-to-date information to appropriately inform future strategy documents.	Open Space Audit is completed and published.	L	Yes
Compliance	Failing to complete a periodic Open Space Audit would result in the Council not meeting its duties under the Planning (Scotland) Act 2019.	Open Space Audit is completed and published.	L	Yes
Operational	No significant risks identified		L	Yes
Financial	No significant risks identified		L	Yes
Reputational	Failing to complete a periodic Open Space Audit would result in the Council not meeting its duties under the Planning (Scotland) Act 2019.	Open Space Audit is completed and published.	L	Yes
Environment / Climate	No significant risks identified		L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
Impact of Report	
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <ul style="list-style-type: none"> • Work with communities to review the management of council-managed open spaces to create more sustainable and safer green areas and open spaces and develop a Community Environmental Improvement Fund, for communities to access, to implement their own small-scale local environmental improvements. • 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.
<u>Local Outcome Improvement Plan</u>	
<p>Prosperous Economy Stretch Outcomes</p>	<p>The Open Space Audit supports the Prosperous Economy section of the LOIP. Open Spaces have multiple economic benefits:</p> <ul style="list-style-type: none"> • Improving the image of a place • Helping developers get the most out of the site by combining uses, e.g. open space + SUDS, helping development viability • Attracting businesses and inward investors by creating attractive settings • Making it cheaper and easier to deal with surface water by keeping it on the surface
<p>Prosperous People Stretch Outcomes</p>	<p>The Open Space Audit support the Prosperous People section of the LOIP.</p> <p>Open space provides opportunities for sport and recreation, helps to promote active and healthy lifestyles, and can improve mental health:</p> <ul style="list-style-type: none"> • Encouraging exercise and physical activity by providing quality green spaces for walking, cycling, sports and play • Providing better opportunities for active travel and physical activity • Improving mental well-being by providing access to nature and attractive green spaces and breathing spaces

	<ul style="list-style-type: none"> • Providing opportunities for growing food locally and healthy eating
Prosperous Place Stretch Outcomes	<p>The Open Space Audit support the Prosperous Place section of the LOIP.</p> <p>Open spaces have multiple health and well-being, economic, and environmental protection benefits. They improve health and wellbeing while also giving us opportunities to connect with nature and people, tackle the global climate-nature crisis, promote nature recovery, and make positive environmental changes.</p> <ul style="list-style-type: none"> • Providing health, environmental and economic benefits. Blue and green infrastructure delivers multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention, and water management • Green networks and corridors linking spaces promotes biodiversity and enables movement of wildlife • Communities benefit from accessible, high-quality blue, green and civic spaces • Reduce CO² emissions by providing non-vehicular travel routes encouraging walking and cycling • Provide carbon storage and sequestration in vegetation • Managing flood risk: living roofs, large trees and soft landscape areas absorb heavy rainfall • Provide for storage of surface water in times of peak flow in SUDS and other water features • Clean and cool the air, water and soil, countering the 'heat island' effect of urban areas
Regional and City Strategies	A refreshed Open Space Audit Strategic supports objectives in a range of regional and city strategies including: Strategic and Local Development Plans, Local Outcome Improvement Plan, Aberdeen Adapts, Net Zero Routemap and Natural Environment strategy for the City.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	No assessment required as this report is limited to reporting findings from the Open Space Audit. I confirm this has been discussed and agreed with David Dunne, Chief Officer Strategic Place Planning on 08/05/2024.
Data Protection Impact Assessment	Only non-identifiable data is included in this report therefore a DPIA is not required.

Other	N/A
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10. BACKGROUND PAPERS

- 10.1 Planning (Scotland) Act 2019 -
<https://www.legislation.gov.uk/asp/2019/13/section/3/enacted>

11. APPENDICES

- 11.1 Appendix 1 – Draft Aberdeen Open Space Audit 2024: Main Report
 11.2 Appendix 2 – Draft Aberdeen Open Space Audit 2024: Public Survey Report

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Aberdeen Open Space Audit: 2024 Main Report



CONTENTS

INTRODUCTION.....	4
KEY FINDINGS.....	5
WHAT IS OPEN SPACE?.....	8
Open Space Types.....	9
The Value of Open Space.....	10
ABERDEEN OPEN SPACE AUDIT.....	13
Purpose and Scope	13
Audit Methodology.....	14
Measuring Open Space Quality.....	15
OPEN SPACE STANDARDS.....	17
QUANTITY.....	21
Citywide Open Space Hectares.....	21
Open Space by Ward	22
Hectares per 1,000 people	23
Average Open Space size	24
QUALITY.....	25
Open Space Quality.....	25
Open Space Quality by type	26
Open Space Quality by sub type	27
Open Space Quality by Ward.....	28
Open Space Site Quality Scores.....	29
ACCESSIBILITY.....	30
Open Space Accessibility.....	30
Accessibility by Open Space Type	31
Accessibility by Ward.....	32
OPEN SPACE QUALITY INDICATORS.....	33
Accessible and Connected Greenspaces	33
Attractive and Appealing Places.....	33
Opportunities for Physical Activity	33
Community Value	34
Biodiversity Value	34
FOOD GROWING.....	35
TREE EQUITY.....	38

TREE CANOPY COVER	40
ABERDEEN OPEN SPACE SURVEY	41
Key Survey Findings	42
Open Space Satisfaction.....	42
Improving Open Space	43
Managing Spaces for Nature	43
Food Growing	44
Open Space Use.....	44
Open Space Travel.....	44
Equality & Accessibility	44
Volunteering.....	44
General Open Space Comments.....	45
CASE STUDIES	46
Case Study 1: Aberdeen Flagship Parks For Pollinators Project	46
Case Study 2: Union Terrace Gardens – Historic Urban Greenspace with multi-benefits	47
Case Study 3: Green Roofs and Solar Panels on Bus Shelters	48
Case Study 4: Green Flag awards.....	49
WARD INFORMATION	50
Dyce / Bucksburn / Danestone.....	50
APPENDICES.....	52
Appendix A – Quantity of Open Space.....	52
Open Space – Hectares Citywide	52
Open Space – Hectares by type	53
Open Space – Hectares by sub type	54
Open Space – Hectares by Ward.....	56
Open Space – Hectares Per 1,000 People.....	57
Open Space – Average Ward Open Space Size.....	58
Appendix B – Quality of Open Space	59
Open Space – Quality	59
Open Space – Quality by type.....	60
Open Space – Quality by Ward.....	61
Appendix C – Open Space Accessibility	62
Accessibility by Open Space Type	62
Accessibility by Ward.....	63
Appendix D – Open Space Mapping	64

Open Space Types	64
Open Space Quality	65
Appendix E – Open Space Distribution	66
Major Open Space	66
Natural / semi-natural greenspaces.....	67
Equipped Play Spaces	68
Outdoor Sports Areas	69
Allotments.....	70
Local Open Space	71
Neighbourhood Open Space	72
Appendix F – Open Space Audit Guidance for Surveyors.....	73
Appendix G – Open Space Audit Surveyor Sheet	86

INTRODUCTION

Open and green blue spaces are critical for our quality of life. Aberdeen has a variety of blue, green and open spaces that benefit both people and nature. These include open areas of land in and around communities, and include parks, gardens, playing fields, woodlands, play areas, allotments, and civic spaces as well as water features such as ponds, burns and rivers.

Open spaces can also include rain gardens and Sustainable Drainage Systems (SUDS) and other connected areas of green infrastructure that together form an important green network for Aberdeen.

Open spaces provide multiple health, wellbeing, economic, and environmental benefits. It gives the people of Aberdeen opportunities to connect with nature and each other, tackle the global climate-nature crisis, promote nature recovery and make positive environmental changes.

How we manage open spaces and the natural environment also play a crucial part in delivering the [Net Zero Aberdeen Routemap](#), [Aberdeen Adapts](#), our [Natural Environment Strategy](#), the [Council Climate Change Plan](#) and the [Scottish Biodiversity Strategy](#).

Aberdeen's open and green blue spaces are managed and cared for by a range of different stakeholders, such as Aberdeen City Council, community groups, volunteers, businesses and partners.

The [Planning \(Scotland\) Act 2019](#)¹ requires planning authorities to carry out an audit of open space provision and to prepare and publish an Open Space Strategy as well as assess the opportunities for play in their area.

The planning system plays an important role in protecting and enhancing open spaces for community use, sport and recreation as well as providing high quality new spaces.

An Open Space Audit is used to assist with protecting and enhancing green spaces through the planning process and by supporting blue and green infrastructure policies in the [Aberdeen Local Development Plan](#) and [National Planning Framework 4](#), which are the spatial strategies for Aberdeen and Scotland respectively. Open spaces, natural areas and green belt designations are used to protect our most important environmental assets and areas.

A periodic audit provides key information on the types, quality and accessibility of open and green spaces in Aberdeen that are critical to directing green space policies, management of spaces and the interventions of partners, as well as to help deliver the place-based outcomes in the Aberdeen [Local Outcome Improvement Plan 2016-2026](#).

This Open Space Audit will inform a future revision of the [Natural Environment Strategy](#) which will outline how we plan and manage our blue and green spaces going forward for the benefit of people and nature in Aberdeen.

¹ [Planning \(Scotland\) Act 2019](#)

KEY FINDINGS

CITYWIDE OPEN SPACE

Aberdeen covers an area of 185.7 km² or 18,570 hectares. 3,902 hectares of open space was surveyed as part of the Open Space Audit equating to 21% of the total Aberdeen Area.

The citywide average is 300 hectares of open space per ward while the average open space quality score in Aberdeen was 14.3 out of 25.

Public parks and gardens, amenity greenspace and sports areas which are typically the most accessible public spaces used in daily life equate to 5%, 23% and 20% of citywide open space respectively.

Natural / semi natural greenspaces are the largest category of open space with 1796 hectares equating to 46% of open space.

Amenity greenspaces are the second largest open space type (895ha 23%).

Sports areas (798ha 20%) are the third largest open space type.

Public parks and gardens equate to 5% or 204 hectares of open space and this is followed by private gardens or grounds, which includes school grounds and institutional ground areas. These are not always fully accessible at all times but can still be important functional and usable spaces.

Burial grounds, allotments and play spaces cover relatively small areas with a combined total of 59 hectares or 2% of open space.

ACCESS TO OPEN SPACE

- 63% of households in Aberdeen are within the 1500 metres of a major open space, a decrease from the 70% recorded in the previous audit. This could be attributed to new developments on the edge of the city and no new major parks having been created.
- 45% of households are within 400 metres of a natural / semi-natural greenspace greater than 2 hectares in size.
- 82% of households have access to an equipped play space, an increase from the 70% recorded in the previous audit.
- 99% of households are within 1,200 metres of an outdoor sports area.
- 49% of households are within 800 metres of an allotment site.

CITYWIDE OPEN SPACE SATISFACTION

79% of respondents reported being satisfied, fairly satisfied or very satisfied with the overall quality of Aberdeen's greenspace and open space areas however some open space types had a lower satisfaction rating than others.

Allotments and community food growing spaces, walking/cycling routes and amenity spaces had the lowest citywide satisfaction rates reported by respondents:

- Allotments and community food growing spaces: 65%
- Walking/cycling routes: 64%
- Amenity spaces: 64%

Parks, woodlands and natural or semi-natural areas had the highest citywide satisfaction rates reported by respondents:

- Parks: 86%
- Woodlands: 82%
- Natural or semi-natural areas: 82%

75% of respondents were satisfied, fairly satisfied or very satisfied with children's play areas.

MANAGING SPACES FOR NATURE

- 82% of respondents agreed or strongly agreed that they would like to see more greenspaces managed in a more natural way for the benefit of wildlife and nature.
- 49% of respondents said they would be encouraged to visit spaces more often if they were managed for wildlife and nature.

VALUE OF OPEN SPACE

Respondents were asked the top three reasons why they use, visit or enjoy the city's open spaces. The most common reasons given were:

1. Physical exercise or health reasons (e.g. walking or jogging etc.)	75%
2. To be in nature	71%
3. To meet friends or family or to socialise	53%
4. To get out of the house or office (e.g. for a break)	47%
5. For mental health reasons	31%

IMPROVING OPEN SPACE

When asked what would encourage respondents to use or visit Aberdeen’s greenspace or open spaces more often the most common reasons given were:

1. If they had better facilities (e.g. benches or toilets)	49%
2. If they were better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.)	45%
3. If there were more adequate paths for walking or cycling	36%
4. If they had less or no dog fouling	30%
5. If they were better connected to other spaces	25%
6. If they had less or no litter	25%
7. If there was better information about them (e.g. information panels or signage)	20%
8. If they had better lighting	19%

FOOD GROWING

- 54% of respondents agreed or strongly agreed that they would like to see more food-growing opportunities within green and open spaces across Aberdeen.
- 65% of respondents reported being satisfied with the quality of allotments and community food growing spaces.

This is the third lowest satisfaction rate of all the open space types and could be attributed to the current high demand and long waiting lists for allotments.

OPEN SPACE USE

- On average 41% of respondents visited greenspace and open space areas several times a week, 19% visited once a day and 15% visited once a week.
- 59% of people stayed on average for 1-2 hours, 26% for less than one hour and 15% for more than 2 hours.

WHAT IS OPEN SPACE?

The [Planning \(Scotland\) Act 2019](#)² broadly defines open space as space within and on the edge of settlements comprising green space or civic areas. Parks, public gardens, allotments, woodlands, play areas, playing fields, green corridors, paths, churchyards and cemeteries, natural areas, institutional land as well as civic spaces are all forms of open space.

- **Open space** means space within and on the edge of settlements comprising green infrastructure or civic areas such as squares, and other paved or hard landscaped areas with a civic function.
- **Green networks** are connected areas of green infrastructure and open space
- **Green infrastructure** are features of the natural and built environments that provide a range of ecosystem services (social, economic and environmental benefits).

As part of the [Open Space Strategies and Play Sufficiency Assessments Regulations Consultation](#)³ carried out in 2021 the proposed amendments to section 3G(4) of the Act would see the terms defined as follows:

- **Open space** means space within and on the edge of settlements comprising green space or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function.
- **Green spaces** means space which provides a recreational function, amenity function, or aesthetic value to the public such as areas of grass, trees, other vegetation or water but excludes agricultural or horticultural land.
- **Green infrastructure** means features or spaces within the natural and built environments that provide a range of ecosystem services (social, economic and environmental benefits).
- **Green networks** means connected areas of green infrastructure and open space, that together form an integrated and multi-functional network.
- **Ecosystem services** means the benefits people obtain from ecosystems.

² [Planning \(Scotland\) Act 2019](#)

³ [Open Space Strategies and Play Sufficiency Assessments Regulations: consultation](#)

OPEN SPACE TYPES

[Planning Advice Note 65](#)⁴ sets out a basic categorisation of open space types which can be adapted to suit local circumstances and needs. This helps to identify the different types of open spaces in an area and assist with planning to ensure there is a mix of different spaces within an area to suit people's needs. This is set out in the table below:

TYPE	DESCRIPTION	SUB TYPES
Allotments or community growing spaces	Areas of land for growing fruit, vegetables and other plants, either in individual allotments or as a community activity.	Allotments or community growing space
Amenity greenspace	Landscaped areas providing visual amenity or separating different buildings or land uses for environmental, visual or safety reasons and used for a variety of informal or social activities such as sunbathing, picnics or for a kick-about.	Amenity - residential Amenity - business Amenity - transport
Burial grounds	Includes churchyards and cemeteries.	Cemetery Churchyard
Natural/semi-natural greenspaces	Areas of undeveloped or previously developed land with residual natural habitats or which have been planted or colonised by vegetation and wildlife, including woodland and wetland areas.	Open semi-natural Woodland Beach or foreshore
Play space for children and teenagers	Areas providing safe and accessible opportunities for children's play, usually linked to housing areas	Play space
Private gardens or grounds	Areas of land normally enclosed and associated with a house or institution and reserved for private use.	Institutional grounds School grounds
Public parks and gardens	Areas of land normally enclosed, designed, constructed, managed and maintained as a public park or garden. These may be owned or managed by community groups.	Public park or garden
Sports areas	Large and generally flat areas of grassland or specially designed surfaces, used primarily for designated sports (including playing fields, golf courses, tennis courts and bowling greens) and which are generally bookable.	Playing field Golf course Bowling green Other sports

⁴ [Planning Advice Note 65](#)

The Value of Open Space

Open spaces have multiple health, wellbeing, economic, and environmental protection benefits. They improve health and wellbeing while also giving us opportunities to connect with nature and people, tackle the global climate-nature crisis, promote nature recovery, and make positive environmental changes.

Green infrastructure and open space areas can include parks, gardens, playing fields, woodlands, river corridors, play areas, allotments, and civic spaces. The benefits of open spaces include:

- Blue and green infrastructure delivers multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention, and water management.
- Green networks and corridors linking spaces promotes biodiversity and enables movement of wildlife.
- Communities benefit from accessible, high-quality blue, green and civic spaces.

SOCIAL

Well-managed and maintained spaces can create opportunities for all sections of the community. They can promote a sense of place and be a source of community pride, and also offer opportunities for people to play an active part in caring for the local environment. Open space provides opportunities for sport and recreation, helping to promote active and healthy lifestyles, and can open up opportunities for environmental education for local groups, schools and individuals.

ENVIRONMENTAL

Open space can define the landscape and townscape structure and identity of settlements. Well-designed networks of spaces help to encourage people to travel safely by foot or bicycle. Green networks and corridors linking spaces also promote biodiversity and enable movement of wildlife. Trees and planting provide shade for both wildlife and people. Trees also play a role in the control of air and water pollution, noise reduction and contribute to energy reduction by providing shelter for buildings. They can also help to soften the impact of development and make green and civic spaces more appealing.

ECONOMIC

Well-designed and managed spaces can raise the quality of business, retail and leisure developments, making them more attractive to potential investors, users and customers. Areas of open space can also provide economic benefits in their own right; for example, produce from allotments, timber, and other wood crops. The quality of civic spaces undoubtedly helps define the identity of towns and cities, which can enhance their attraction for living, working, investment, and tourism.

Scottish Government Guidance [Green Infrastructure: Design & Placemaking](#) sets out further benefits of green infrastructure. These are listed below:

PLACEMAKING

- reinforcing local landscape character
- making places more beautiful, interesting and distinctive
- giving places character and a strong identity

ECONOMIC

- improving the image of a place
- helping developers get the most out of the site by combining uses, e.g. open space + SUDS, helping development viability
- attracting businesses and inward investors by creating attractive settings
- making it cheaper and easier to deal with surface water by keeping it on the surface
- saving energy and money for residents and end users

CLIMATE CHANGE

- reducing CO² emissions by providing non-vehicular travel routes encouraging walking and cycling
- providing carbon storage and sequestration in vegetation
- providing shelter and protection from extreme weather
- managing flood risk: living roofs, large trees and soft landscape areas absorb heavy rainfall
- providing for storage of surface water in times of peak flow in SUDS and other water features
- cleaning and cooling the air, water and soil, countering the 'heat island' effect of urban areas
- saving energy: through using natural rather than engineered solutions
- saving energy: living roofs insulate buildings, and large trees provide shade, reducing the need for air conditioning in the summer and raising ambient temperatures in the winter, reduction in heating costs in the winter due to slowing of wind speeds in urban areas

ENVIRONMENTAL

- reducing pollution through use of SUDS and buffer strips
- providing new and linking existing habitats or natural features, to allow species movement
- protecting aquatic species through appropriate management of waterside habitats
- preventing fragmentation of habitats
- allowing diverse habitats to be created which are rich in flora and fauna

COMMUNITY AND SOCIAL

- creating green spaces for socialising, interaction and events
- more opportunities and places for children to play

- providing improved physical connections through green networks to get between places; and to communities, services, friends and family and wider green spaces
- providing spaces for practising and promoting horticultural skills
- creating opportunities for community participation and volunteering

HEALTH AND WELLBEING

- encouraging exercise and physical activity by providing quality green spaces for walking, cycling, sports and play
- providing better opportunities for active travel and physical activity
- improving mental wellbeing by providing access to nature and attractive green spaces and breathing spaces
- providing opportunities for growing food locally and healthy eating

PURPOSE AND SCOPE

The Aberdeen Open Space Audit has been refreshed to provide up to date information on open space within Aberdeen. The essential elements of an audit are to record the type, functions, size, condition, location and community value of spaces and to provide insight on levels of use.

Open spaces, natural areas and green belt designations are used to protect our most important environmental assets and areas.

A refreshed Open Space Audit achieves the following:

- Establish the quality, quantity and accessibility of open space in Aberdeen
- Develop an understanding of the distribution of open space
- Assess whether communities have adequate open space provision and the right types of open space
- Identify opportunities to improve and enhance open space provision
- Gain an understanding of the community value of open space
- Identify opportunities for health and physical activity
- Identify the biodiversity value and connectivity of spaces to the wider green network

AUDIT PROCESS

A Steering Group was established to guide the Open Space Audit. The Steering Group consists of colleagues from various teams in Aberdeen City Council, as well as representatives from [NatureScot](#), [NHS Grampian](#), [Sport Aberdeen](#) and the [North East Scotland Biological Records Centre](#) (NESBReC).

Their expert knowledge in their relevant fields helped in the early stages of scoping the Audit and developing the methodology. This involved a review of the previous Audit and available mapping to identify sites for audit. An Auditor Survey Sheet and Auditor Guidance was developed along with a site biodiversity scoring methodology using NESBReC Integrated Habitat Survey (IHS) data. The Aberdeen Open Space Survey was completed in 2022 to add community value to the audit data.



AUDIT METHODOLOGY

SITE SELECTION AND DATA COLLECTION

Ordnance Survey (OS) Greenspace Mapping was used as the base data to identify open and green spaces in Aberdeen. This national greenspace mapping resource was developed in collaboration by government, public sector and third sector organisations and improves the understanding of national greenspace.

The dataset covers the whole of Great Britain for all settlements with a population over 500 and is updated every six months.

A combination of OS Greenspace Mapping, aerial photography, and existing local Geographic Information System (GIS) mapping identified around 1,100 sites for audit.

Greenspace Scotland's third [State of Scotland's Greenspace Report](#)⁵ also draws on these datasets and provides a further national picture of greenspace in urban Scotland and by local authority area.

DIGITAL AUDITS AND VOLUNTEER SURVEYORS

A team of volunteers that included students, stakeholders, the general public, and colleagues assisted in completing the physical audit of each site. Training was provided and an auditor guidance pack was given to each volunteer to ensure a consistent approach. A copy of the auditor guidance is included in [Appendix F](#).

It is recognised that scoring sites is subjective and differences between auditors will occur although use of guidance and training reduced inconsistencies as far as possible.

Auditors visited each mapped space to survey and collect information on quality, accessibility, and its main function. Initially audits were completed using an excel audit sheet but then a digital Survey123 app (pictured) for ArcGIS was developed to streamline the process. This allowed volunteers to record survey results with their smartphones and tablets whilst on site, with the data being instantly available once submitted.

The audit could not have been completed without the help of community volunteers who were able to learn new skills and get to know the city better. Certificates of achievement were awarded on the completion of the training to acknowledge the volunteers' contributions to the audit refresh.

The screenshot shows the 'My Survey' interface of the Survey123 app. It features a green header with a close button, the title 'My Survey', and navigation icons. The form contains the following fields and sections:

- Site ID ***: A text input field containing 'HWS7'. Below it, a note reads: 'Please enter Site ID in UPPERCASE letters and numbers with no spaces (e.g. BDB05)'.
- Site Name**: A text input field containing 'Society Lane'.
- Primary Land Use**: A dropdown menu with 'Residential Amenity' selected.
- ACCESSIBLE AND WELL CONNECTED**: A section with a downward arrow icon.
- Fit for purpose core paths**: A row of radio buttons labeled 'N/A', '1', '2', '3', '4', and '5'. The '3' option is selected.
- Fit for purpose other paths**: A row of radio buttons labeled 'N/A', '1', '2', '3', '4', and '5'. The '3' option is selected.
- Equal access for all, including wheelchair accessible (no adverse gradients, barriers)**: A text input field at the bottom of the section.

⁵ [Greenspace Scotland's third State of Scotland's Greenspace Report](#)

MEASURING OPEN SPACE QUALITY

Aberdeen Greenspace Quality Indicators were developed around key themes (as shown below) using audit quality criteria drawn from national best practice and guidance from [Greenspace Scotland's Assessing Quality Guide](#)⁶.

Each site received a score out of five for each of the themes. Scores are based on the surveyor's impression of the site, and this provided a broad overview of the quality of spaces including their value and areas for improvement. A copy of the full site audit survey sheet is included in [Appendix G](#).

1. ACCESSIBLE AND CONNECTED GREENSPACES

- Fit for purpose paths and core paths
- Equal access for all, including wheelchair accessible (no adverse gradients, barriers to access etc)
- Connects with other transport modes e.g. public transport, cycle network, cycle parking, car parking
- No barriers to access
- Entrances are well located and safe
- Effective signage and interpretation appropriate for the site
- Mobile reception or free Wi-Fi access

2. ATTRACTIVE AND APPEALING PLACES

- Welcoming entrances and attractive boundary features
- Low levels of litter and adequate bins for mixed recycling
- Clean and free from dog fouling
- Public toilets where appropriate
- Well located furniture of good quality (benches, picnic tables, shelters)
- Adequate lighting where appropriate (on paths, sports areas etc.)
- Planting such as trees, woodland, shelter belt, shrubs, open grass, flower beds, natural vegetation
- Appropriately managed vegetation (grass, trees, bushes, shrubs etc.)
- Pleasing views
- Provides intimate or secluded space
- Strong, positive character or identity
- Cultural features such as monuments, statues, artwork etc where appropriate

3. OPPORTUNITIES FOR PHYSICAL ACTIVITY

- Provide places for a range of outdoor activities
- Provide diverse play, sport and recreational opportunities for a range of ages
- Provides sports pitches such as formal or informal pitches, goalposts etc where appropriate
- Provides an equipped play area where appropriate

⁶ [Greenspace Quality: A Guide to Assessment, Planning and Strategy Development; Greenspace Scotland & Glasgow & Clyde Valley Green Network Partnership](#)

4. COMMUNITY VALUE

- Good sense of personal security
- Absence of any signs of anti-social behaviour e.g. vandalism
- Good levels of natural surveillance
- Close proximity to community facilities e.g. shops
- Presence of food-growing activities e.g. allotments, raised beds etc.
- Identify opportunities on site for growing food in the future

5. BIODIVERSITY VALUE AND HABITAT CONNECTIVITY

- Habitat connectivity, does the space connect to the wider habitat and other green spaces
- Be part of the wider landscape structure and setting
- Connects with wider green networks
- Site biodiversity scoring used [North East Scotland Biological Records Centre \(NESBReC\)](#)⁷ Integrated Habitat Survey (IHS) data.

Aberdeen City Council is a partner with NESBReC who collect, store, manage and disseminate biological data for various organisations including local authorities.

6. ECOSYSTEM SERVICES

- Percentage of tree, shrub and grass cover
- Percentage of open water
- Percentage of impervious / hard standing surfaces
- Percentage of site that benefits pollinators

Ecosystem services are the benefits people obtain from ecosystems such as social, economic and environmental benefits. The ecosystem services indicators were collected as experimental data. Given the experimental nature of the data, it has not yet been taken forward for analysis in this report, however this can be revisited in future.

In place of this, a [Tree Equity](#) analysis has been carried out to look at the ecosystem services benefits that tree cover provides in the city. Although the Tree Equity data only takes in to account tree cover as opposed to other vegetation, its benefit is that it is a national data set that is updated regularly.

⁷ [North East Scotland Biological Records Centre](#)

OPEN SPACE STANDARDS

The existing open space standards were developed as a result of the previous Open Space Audit and are presented as part of the [Aberdeen Planning Guidance: Open Space and Green Infrastructure](#)⁸.

Benchmarking with other local authorities, along with consultation undertaken as part of the previous Open Space Strategy and Audit process were used to identify the existing standards for quantity, accessibility and quality. The [Developing Open Space Standards Guidance and framework](#)⁹ was also used, developed by a partnership of Greenspace Scotland, Nature Scot, and various local authorities.

The framework gives a common approach to standards development for all authorities but allows for local flexibility. The structure for local standards generally consists of:

- **An accessibility standard** - defined in terms of a five-minute walk to the nearest publicly usable open space
- **A quality standard** - defined as the minimum quality assessment score required from any new space and a target for managing all spaces
- **A quantity standard** - defined as the 'ideal' quantity of open space per 1000 people and allowing decisions to be taken on how much new space needs to be provided in any development

Guidance from Greenspace Scotland recommends that a quality standard where all publicly usable open spaces score 'good' or better on any locally used quality assessment is used.

The approaches differ in various local authorities but typically involve a rating of individual spaces against a numeric scale. The guidance recommends a threshold of somewhere between 60% and 70% which for Aberdeen equates to a quality score of 15 or higher out of 25 on our locally agreed 0 to 25 quality scale.

[Fields in Trust Guidance for Outdoor Sport and Play](#)¹⁰ was used for developing outdoor sports area standards. The full table of standards is outlined below:

⁸ [Aberdeen Planning Guidance: Open Space and Green Infrastructure](#)

⁹ [Developing Open Space Standards Guidance and framework](#)

¹⁰ [Fields in Trust Guidance for Outdoor Sport and Play](#)

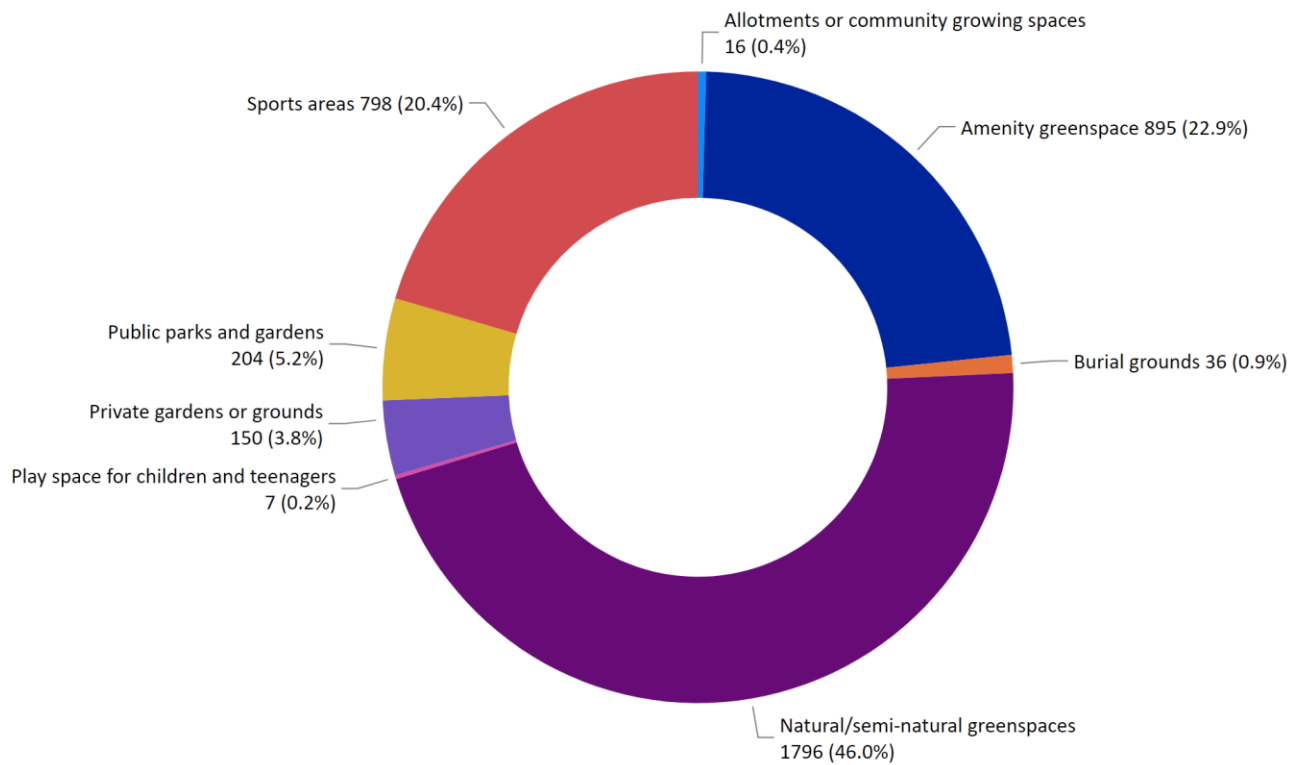
Aberdeen Planning Guidance: Open Space and Green Infrastructure Open Space Standards

OPEN SPACE STANDARDS	DESCRIPTION	INDICATIVE SITE SIZE (HECTARES)	ACCESSIBILITY STANDARD	QUALITY STANDARD
Major Open Spaces	<p>Large areas of open space attracting visitors from Aberdeen City and Shire, often offering a wide range of uses, including informal recreational, sport, large scale equipped play zone, walking routes, seating, lighting, toilets, car parks etc. There may be a diversity of habitat/landscapes. Receives regular maintenance. Will usually form Green Space Network Cores.</p>	>5 ha	All residents within 1500 metres (around 20 min walk) of a Major Open Space	<u>Green Flag 'Good' Standard;</u> and <u>Open Space Audit Quality Score of 20 or greater</u>
Neighbourhood Open Spaces	<p>Open spaces that provide a range of recreational uses, attracting users from more than one neighbourhood. These spaces could include equipped Play Zones, natural areas, green corridors, seating, paths/access, community event space, some formal landscape features, car park, dog waste/litter bins etc. Receives regular maintenance. May include Green Space Network cores, stepping stones or links.</p>	2 – 5 ha	All residents within 600 metres (around 10 mins walk) of a Neighbourhood Open Space	<u>Green Flag 'good' standard;</u> and <u>Open Space Audit Quality Score of 20 or greater</u>
Local Open Space	<p>Smaller spaces that provide a more limited range of local recreation uses, and are spread throughout a local area. As most users will reach them on foot, they are well connected by paths to community facilities and areas. Receives regular maintenance.</p>	0.4 – 2 ha	All residents within 400 metres (around 5 minutes walk) of a Local Open Space.	<u>Green Flag 'good' standard;</u> and <u>Open Space Audit Quality Score of 20 or greater</u>

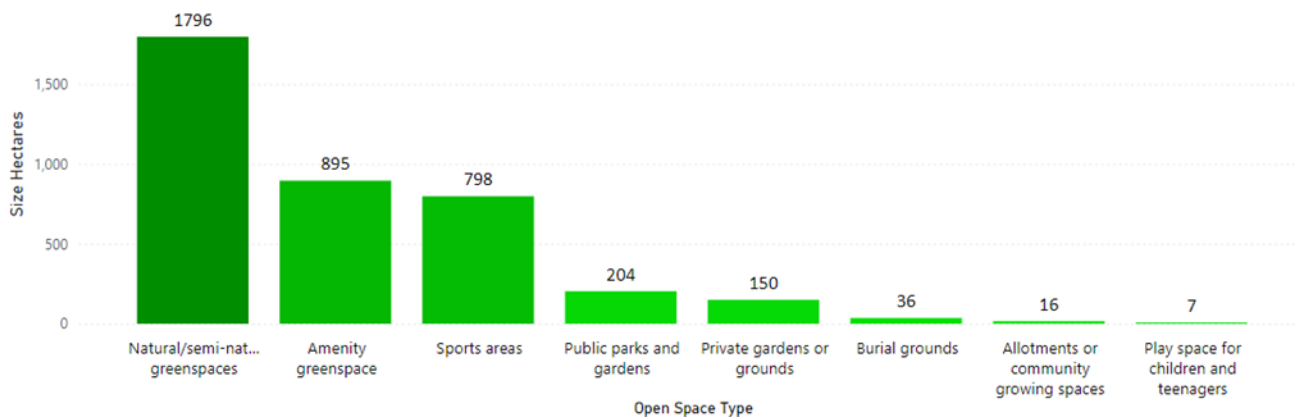
OPEN SPACE STANDARDS	DESCRIPTION	INDICATIVE SITE SIZE (HECTARES)	ACCESSIBILITY STANDARD	QUALITY STANDARD
<p>Play Zone/ Other Play Areas</p> <p>Large Scale Play Zone</p>	<p>Unsupervised areas dedicated to use by, and equipped for, children and young people. Other Play Areas may include ball courts, outdoor basketball hoop areas, skateboard areas, teenage shelters.</p> <p>Larger play zones likely to attract children from a larger area. These sites should include a larger range of play functions.</p>	<p>0.3ha per 1,000 population.</p> <p>Minimum size 1,500m²</p> <p>Minimum size 2,500m²</p>	<p>All residents should be within 400m of a Play Zone</p> <p>Suitable for ages 3-13</p> <p>Suitable for ages 3-18</p>	<p><u>Open Space Audit Quality Criteria</u></p>
Outdoor Sports Areas	<p>Natural or artificial surfaces used for sport and recreation. E.g. playing fields, pitches, tennis courts, bowling greens, athletics tracks, water sports facilities.</p>	<p>1.6ha per 1,000 population</p>	<p>All residents within 1,200m of Outdoor Sports Facilities</p>	<p><u>Fields in Trust standards and Open Space Audit Quality Criteria</u></p>
Natural Greenspace and Green Corridor	<p>Includes woodland, heathland, scrub, grassland, wetland, coastal areas, riverbanks, and streambanks, disused railway lines, green access routes and open water. Also includes designated areas such as Local Nature Conservation Sites (LNCS), Local Nature Reserves (LNR), Sites of Special Scientific Interests (SSSI) and Special Areas of Conservation (SAC). The primary purposes include nature conservation, walking, cycling, horse riding, water sports, leisure, non-motorised travel, environmental education.</p>	<p>1ha minimum Natural Greenspace per 1,000 population</p>	<p>All residents within 400m of a natural greenspace >2ha and 2000 metres of a natural greenspace >5ha</p>	<p><u>Open Space Audit Quality Criteria</u></p>

OPEN SPACE STANDARDS	DESCRIPTION	INDICATIVE SITE SIZE (HECTARES)	ACCESSIBILITY STANDARD	QUALITY STANDARD
Community Food Growing Spaces	*Please refer to separate Food Growing APG for more guidance on food growing spaces in new developments.			

CITYWIDE OPEN SPACE HECTARES



Open Space Hectares by Type



Aberdeen covers an area of 185.7 km² or 18,570 hectares. 3,902 hectares of open space was surveyed as part of the Open Space Audit equating to 21% of the total Aberdeen Area.

Public parks and gardens, amenity greenspace and sports areas which are typically the most accessible public spaces most used in daily life equate to 5%, 23% and 20% of citywide open space respectively.

Natural / semi natural greenspaces are the largest category of open space with 1796 hectares equating to 46% of open space, with open semi natural space (1057ha 59%) and woodland (687ha 38%) being the primary sub types.

Amenity greenspaces are the second largest open space type (895ha 23%) with the primary greenspace type being residential amenity (620ha 69%), followed by business amenity (191ha 21%), and transport amenity space (85ha 10%).

Sports areas (798ha 20%) are the third largest open space type with golf courses being the primary sub type equating to 72% of sports areas.

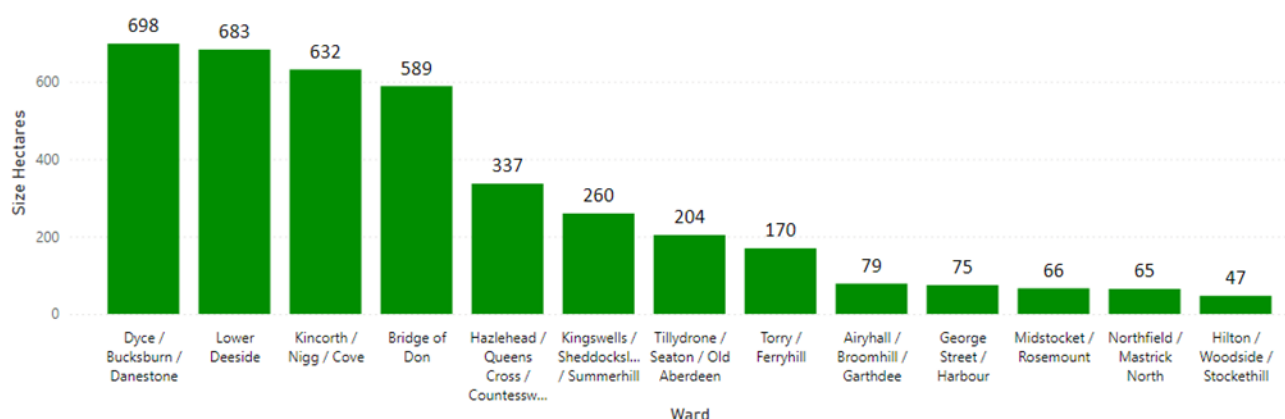
Public parks and gardens equate to 5% or 204 hectares of open space and this is followed by private gardens or grounds, which includes school grounds and institutional ground areas. Private gardens or grounds are not always fully accessible at all times but can still be important functional and usable spaces.

Burial grounds, allotments and play spaces cover relatively small areas with a combined total of 59 hectares or 2% of open space.

Auditors were asked to identify the primary function of spaces therefore the data set has some limitations due to spaces typically having multiple functions. An example of this would be play spaces which are typically a secondary function within a larger open space such as a public park or garden, however Council managed equipped play spaces and their distribution are mapped as part of the audit.

OPEN SPACE BY WARD

Open Space Hectares by Ward



The citywide average is 300 hectares of open space per ward, ranging from a high of 698 hectares and a low of 47 hectares.

The Dyce / Bucksburn / Danestone, Lower Deeside, Kincorth / Nigg / Cove and Bridge of Don wards have the highest open space provision in hectares equating to 2601 hectares or 67% of citywide open space. The remaining 9 wards have 1301 hectares in total equating to 33% of citywide open space.

The George Street / Harbour, Midstocket / Rosemount, Northfield / Mastrick North, Hilton / Woodside / Stockethill wards have the lowest amount of open space with 253 hectares in total equating to 6% of citywide open space.

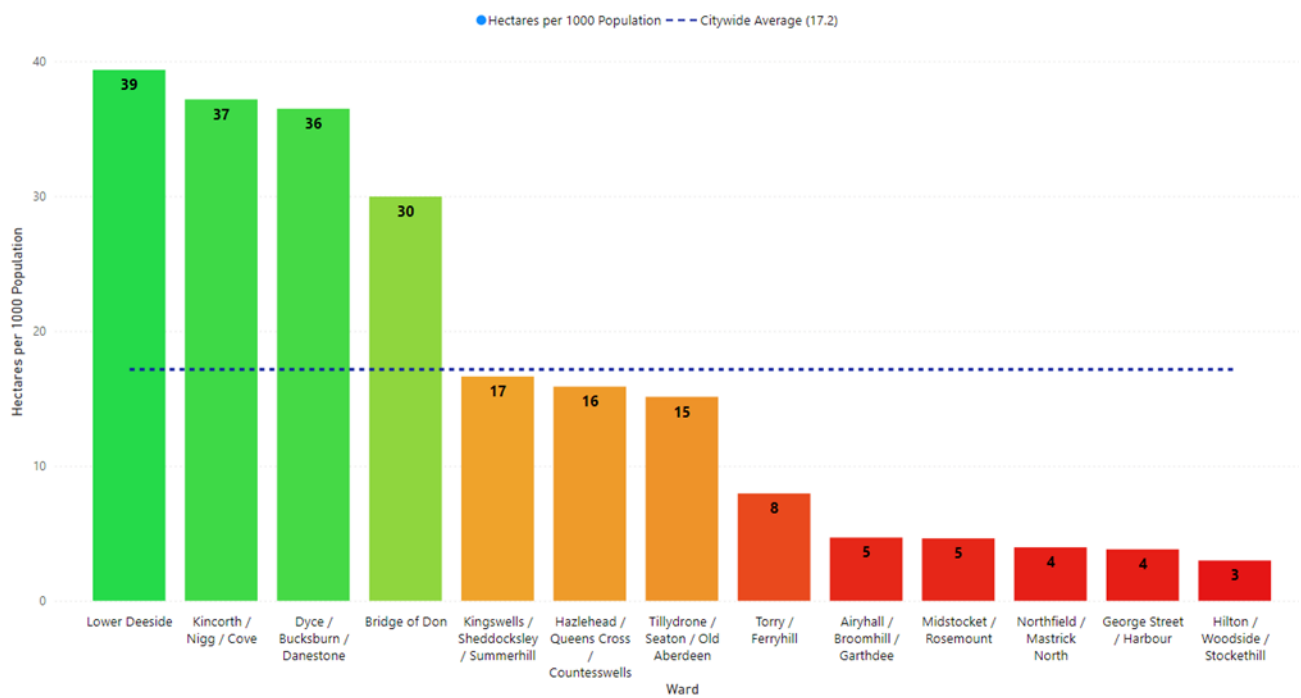
HECTARES PER 1,000 PEOPLE

The citywide average open space per 1,000 people is 17.2 hectares a 3.6% increase from the 16.6 hectares per 1,000 people recorded in the previous audit.

69.2% of wards have provision below the 17.2 citywide average, while 30.8% of wards have provision higher than the citywide average.

Across all 13 wards the range varied from 3.0 to 39.4 hectares of open space per 1,000 people.

Hectares per 1,000 population by Ward

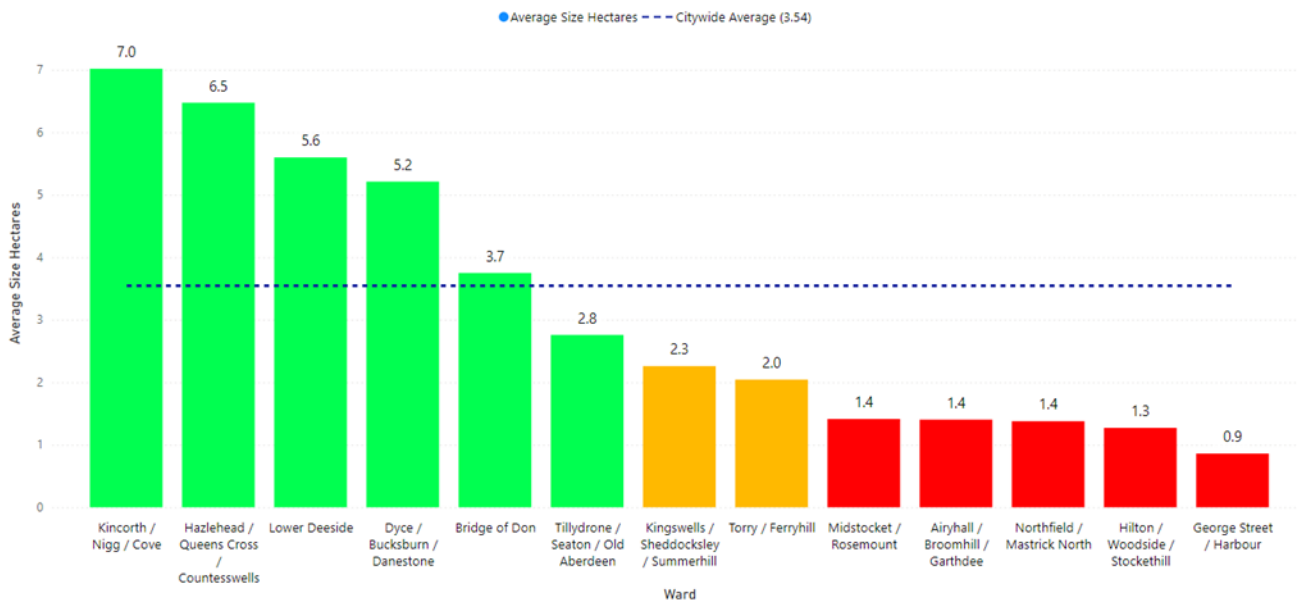


AVERAGE OPEN SPACE SIZE

The citywide average open space size was 3.5 hectares, with 8 wards with an average open space size lower than the citywide average, and 5 with an average open space size higher than the citywide average.

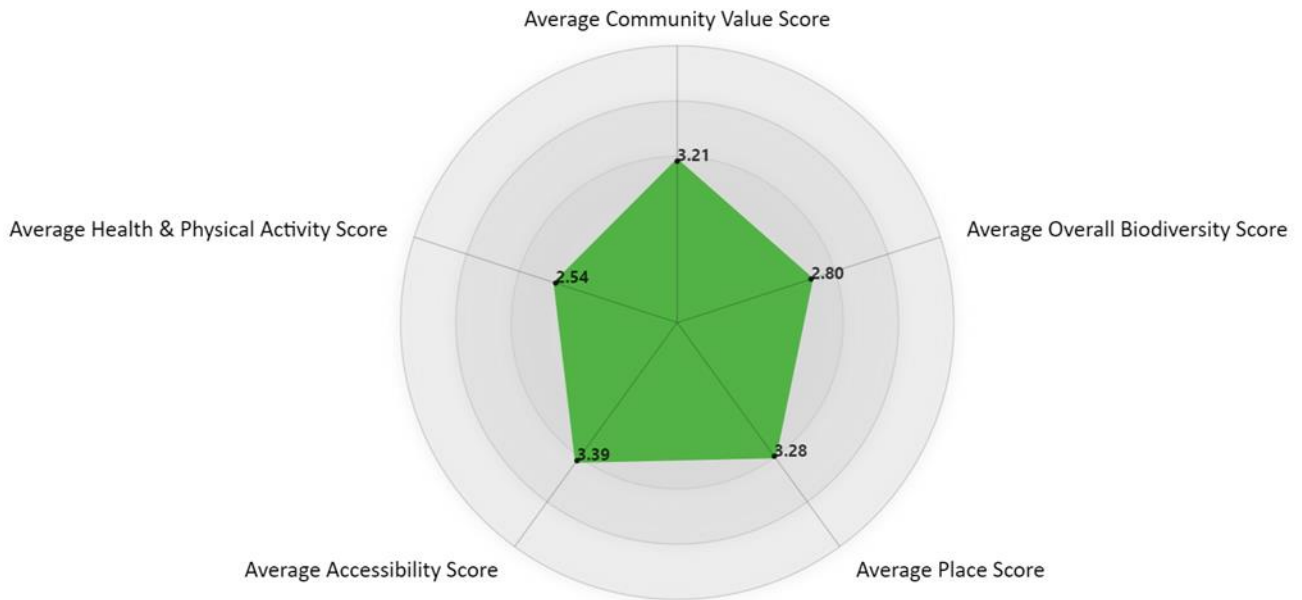
The Kincorth / Nigg / Cove ward had the highest average open space size of 7 hectares, while the George Street / Harbour ward had the lowest average open space size at 0.9 hectares.

Average Ward Open Space Size



OPEN SPACE QUALITY

The citywide average open space quality score was 14.3 out of 25, with the previous audit recording a citywide average of 14.



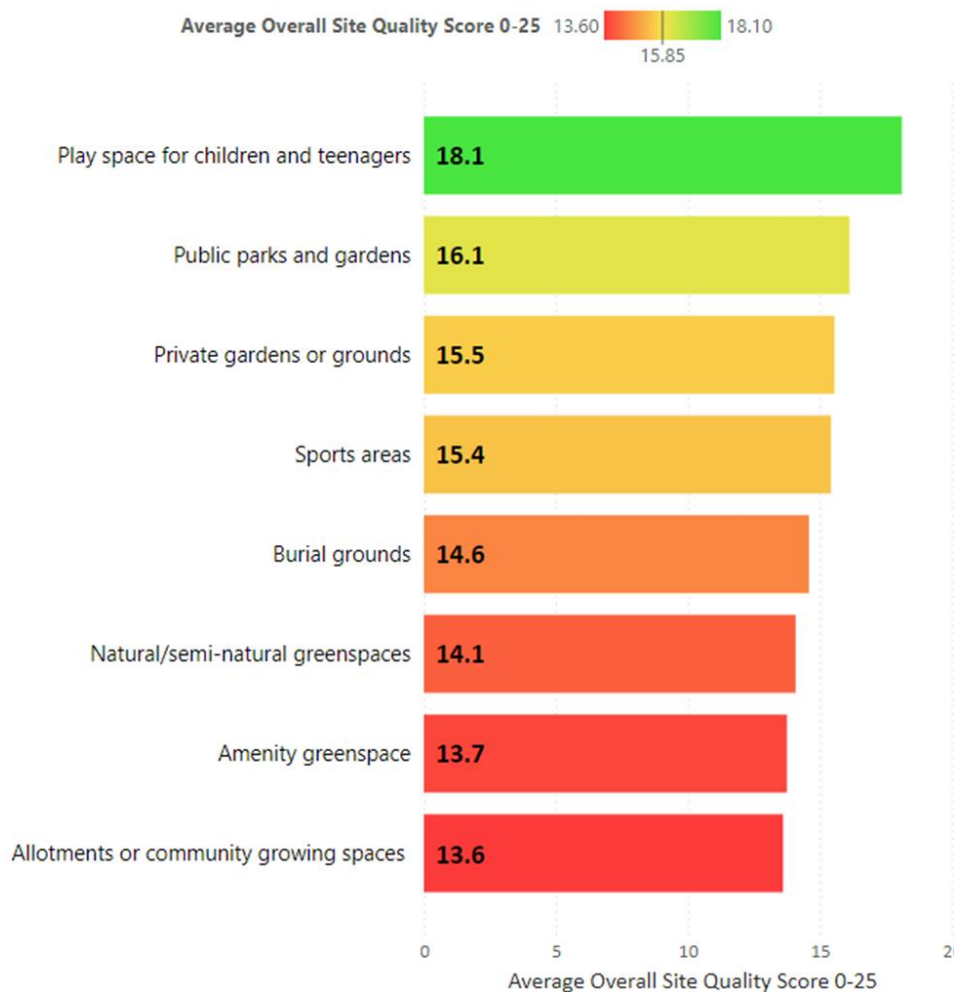
Accessibility and **Place** were the highest scoring areas with 3.4 and 3.3 respectively, while **Health & physical activity**, and **Biodiversity** were the lowest scoring areas with 2.5 and 2.8 respectively.

Citywide average quality scores by theme on the 0 to 5 scale were as follows:

- Accessibility Score 3.4
- Place Score 3.3
- Community Value Score 3.2
- Biodiversity Score 2.8
- Health & Physical Activity Score 2.5

OPEN SPACE QUALITY BY TYPE

Average Overall Site Quality Score by Open Space Type



The average open space quality scores by open space type ranged from 13.6 to 18.1 out of 25.

Play spaces for children and teenagers had the highest average overall quality score with 18.1 out of 25, followed by **public parks and gardens** which had a score of 16.1 out of 25.

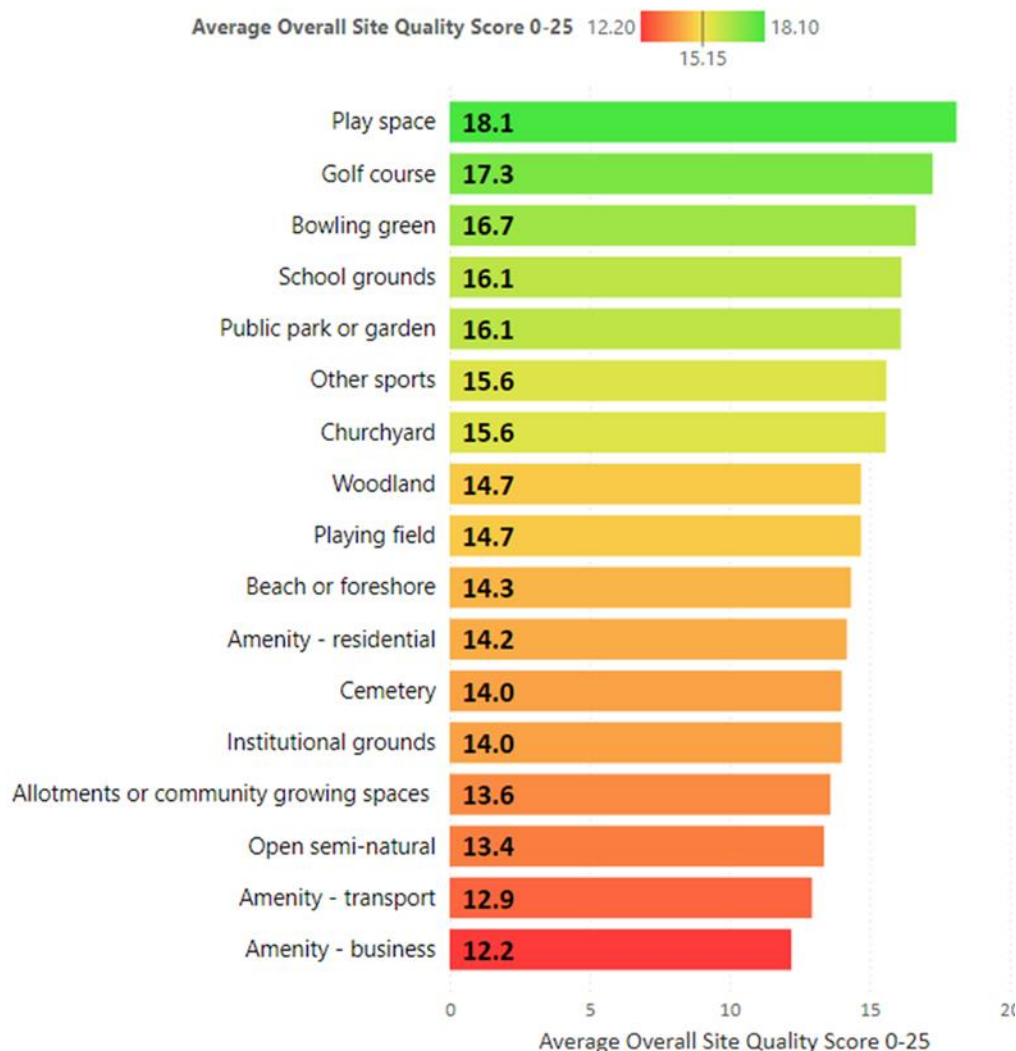
Allotments or community growing spaces had the lowest average quality score with 13.6 out of 25, followed by **amenity greenspace** which had a score of 13.7 out of 25.

The average quality scores broadly mirror the satisfaction rates reported by open space survey respondents:

- Parks: 86%
- Children’s play areas: 75%
- Allotments and community food growing spaces: 65%
- Amenity spaces: 64%

OPEN SPACE QUALITY BY SUB TYPE

Average Overall Site Quality Score by Open Space Sub Type



The average open space quality scores by sub type ranged from 12.2 to 18.1 out of 25.

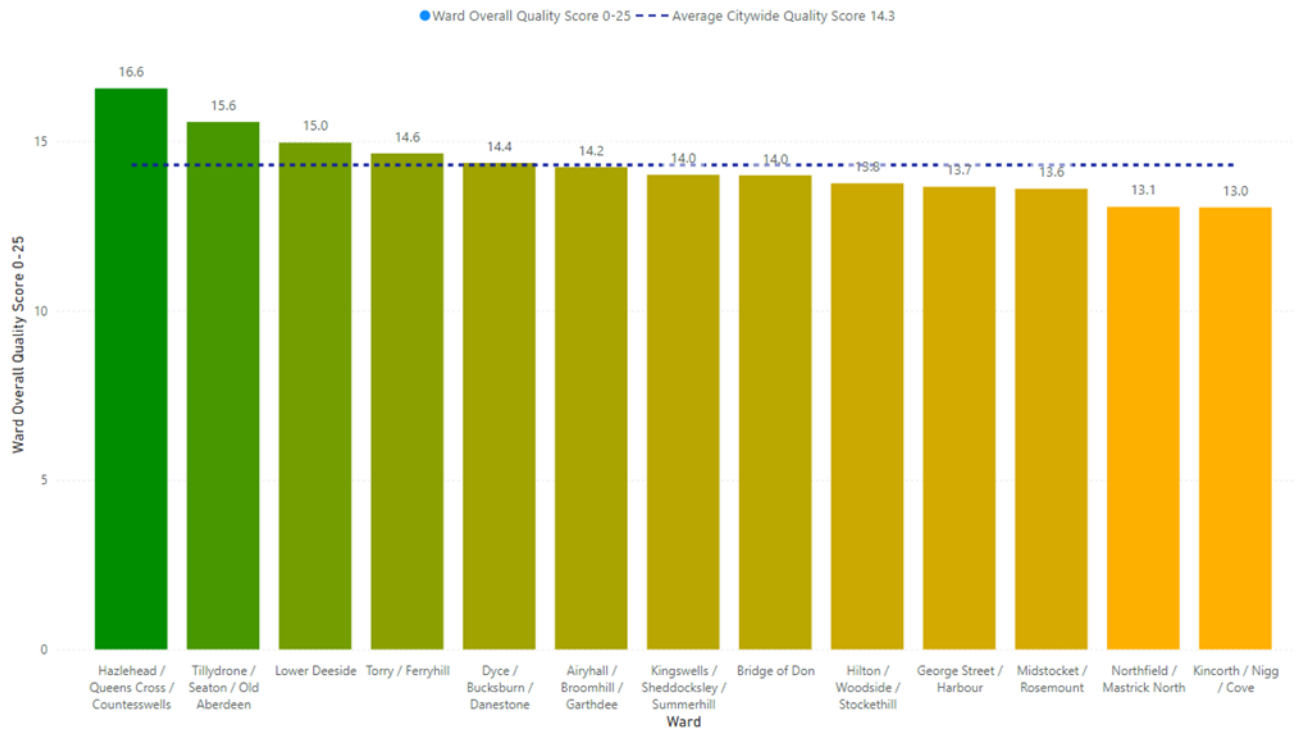
Public parks and gardens had a score of 16.1, **residential amenity spaces** had a score of 14.2 and **playing fields** had a score of 14.7. These are typically the most accessible public spaces most used in daily life.

Play spaces for children and teenagers had the highest average overall quality score with 18.1, followed by **Golf courses** with 17.3 and **bowling greens** with 16.7.

Amenity business spaces had the lowest average quality score with 12.2, followed by **amenity transport** which had a score of 12.9 and **open semi-natural** areas with a score of 13.4.

OPEN SPACE QUALITY BY WARD

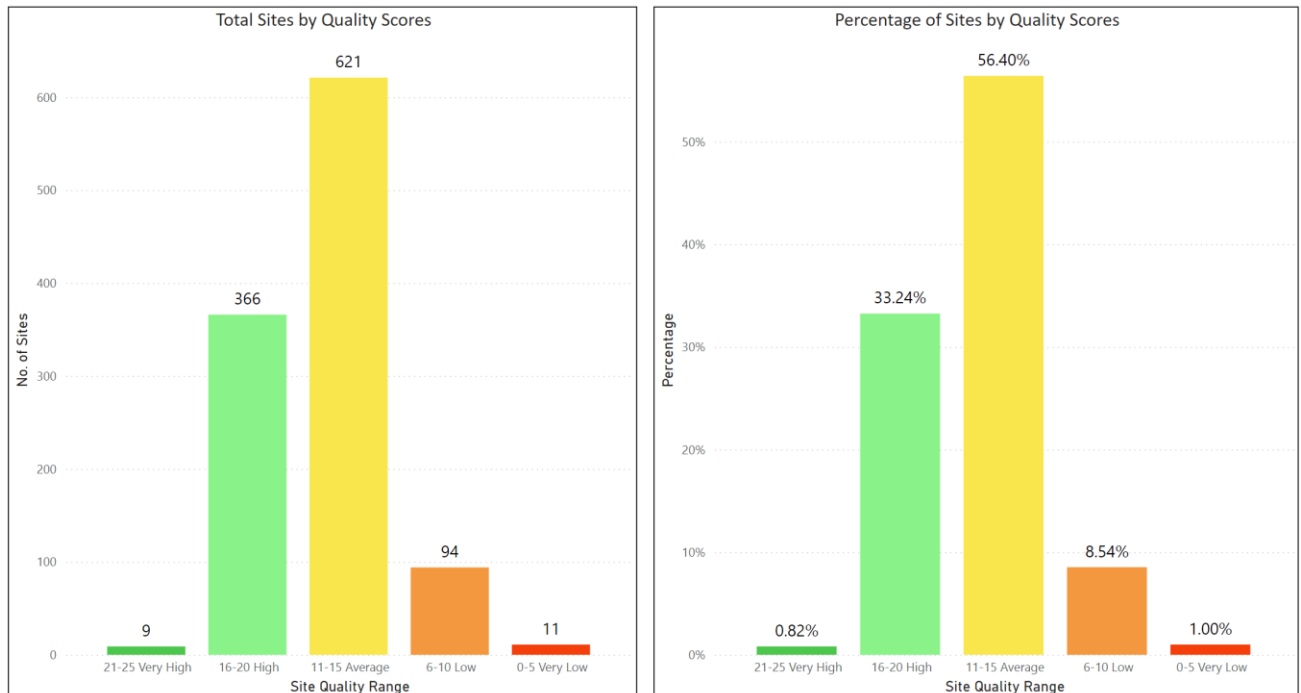
Ward Average Quality Score 0-25



The average open space quality scores for each ward ranged from 13.0 to 16.6 out of 25.

62% or 8 wards had an average quality score below the citywide average quality score of 14.3, while 38% or 5 wards had an average quality score above the citywide average.

OPEN SPACE SITE QUALITY SCORES



- 56% of sites had an average quality score ranging between 11 to 15
- 33% of sites had a high-quality score between 16 to 20
- 9% of sites had a low-quality score between 6 to 10

46% of sites had a quality score of 15 or higher which is Greenspace Scotland's recommended minimum quality standard of 60% or higher. This equates to a quality score of 15 or higher out of 25 for Aberdeen on our locally agreed 0 to 25 scale.

OPEN SPACE ACCESSIBILITY

The percentage of households meeting the minimum accessibility standards in metres for different open space types was determined for different open space type across the city as outlined in the [Aberdeen Planning Guidance: Open Space and Green Infrastructure](#)¹¹.

- **63% of households in Aberdeen are within the 1500 metres of a major open space**, a decrease from the 70% recorded in the previous audit. This could be attributed to new developments on the edge of the city and no new major parks having been created.

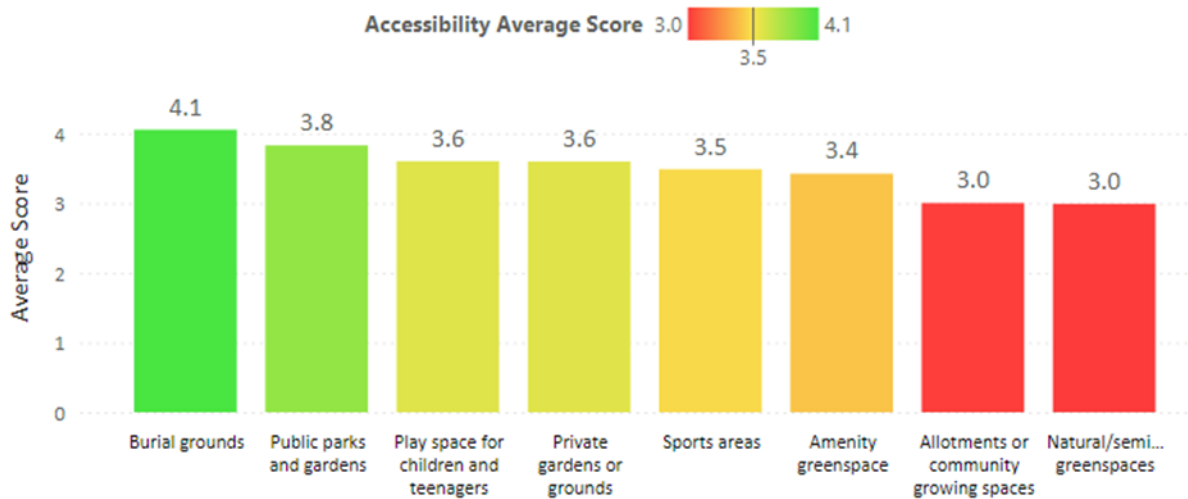
Open Space Type	Accessibility threshold (m)*	2024 Audit: households within thresholds (%)	2010 Audit: households within thresholds (%)
Major Open Space >5ha	1,500m	63%	70%
Natural / semi-natural greenspaces >2 ha	400m	45%	N/A
Natural / semi-natural greenspaces >5 ha	2,000m	94%	N/A
Equipped Play Spaces	<ul style="list-style-type: none"> • Local Area for Play (LAP) - 100m • Local Equipment Area for Play (LEAP) - 400m • Neighbourhood Equipped Area for Play (NEAP) - 1,000m 	82% with access to an Equipped Play Space	70%
Outdoor Sports Areas	1,200m	99%	N/A
Allotments	800m	49%	N/A

*Note accessibility distances are approximate and are calculated as 'as the crow flies'. This approach is not particularly accurate particularly if there are roads, railways or natural barriers to access such as rivers.

¹¹ [Aberdeen Planning Guidance: Open Space and Green Infrastructure](#)

ACCESSIBILITY BY OPEN SPACE TYPE

Average Accessibility Score by Open Space Type



The citywide average open space accessibility score was 3.4 out of 5.

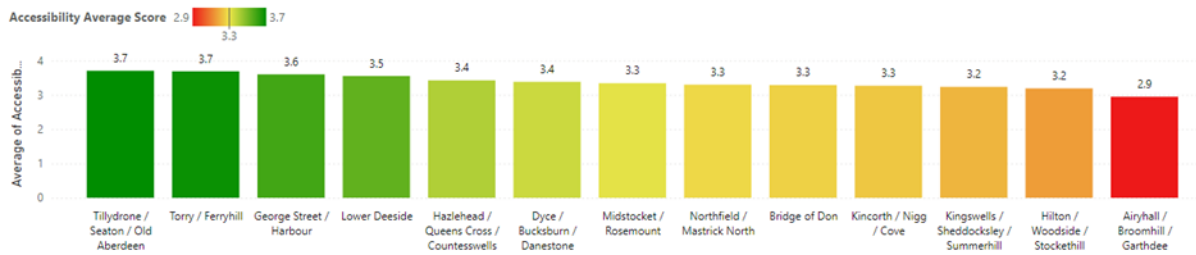
The average open space accessibility scores by open space type ranged from 3.0 to 4.1 out of 5.

Burial grounds had the highest average accessibility score with 4.1 out of 5, followed by **public parks and gardens** which had an accessibility score of 3.8 out of 5.

Natural / semi natural greenspaces and **allotment or community growing spaces** had the lowest average accessibility score with 3.0 out of 5, followed by **amenity greenspace** which had an accessibility score of 3.4 out of 5.

ACCESSIBILITY BY WARD

Accessibility Score by Ward



The average open space accessibility scores by Ward ranged from 2.9 to 3.7 out of 5.

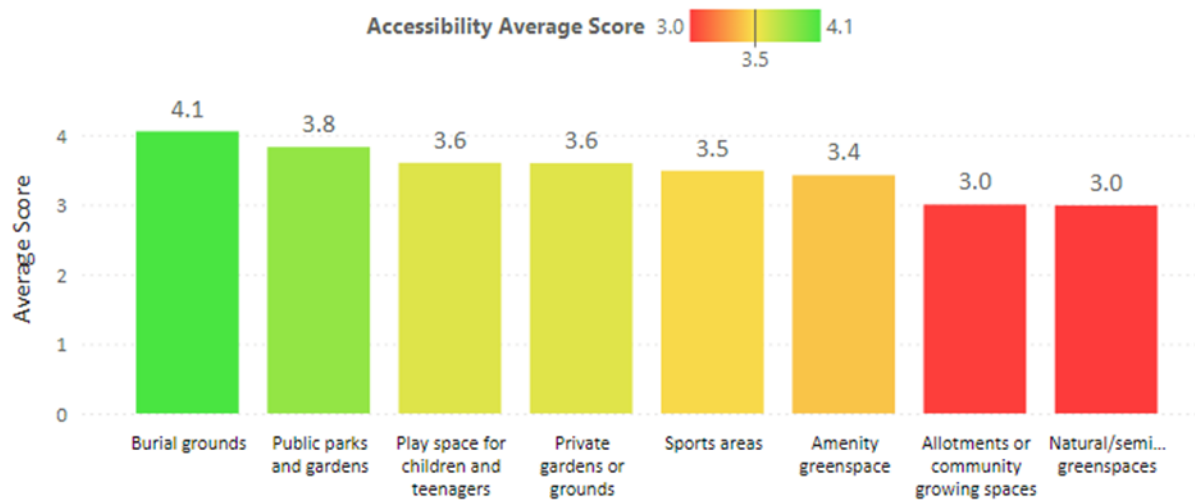
Tillydrone / Seaton / Old Aberdeen and **Torry / Ferryhill** had the highest average accessibility scores with 3.7 out of 5.

Airyhall / Broomhill / Garthdee and **Hilton / Woodside / Stockethill** had the lowest average accessibility score with 2.9 and 3.2 respectively of 5.

OPEN SPACE QUALITY INDICATORS

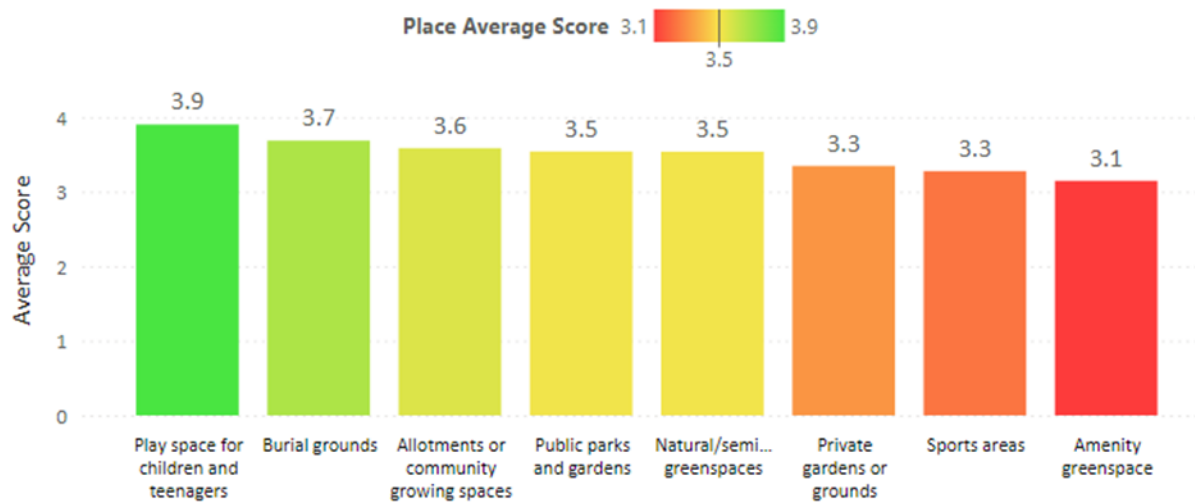
Accessible and Connected Greenspaces

Average Accessibility Score by Open Space Type



Attractive and Appealing Places

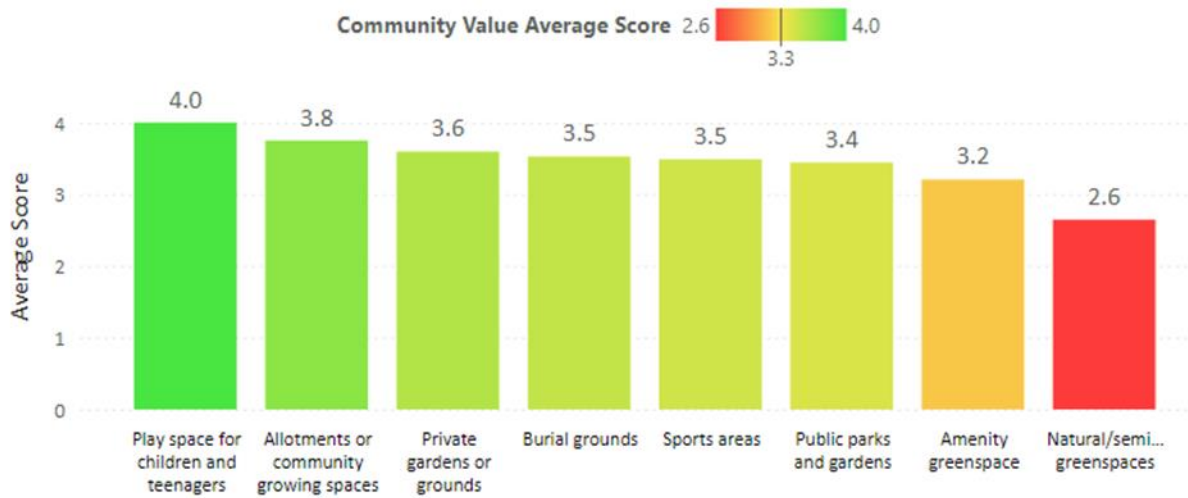
Average Place Score by Open Space Type



Opportunities for Physical Activity

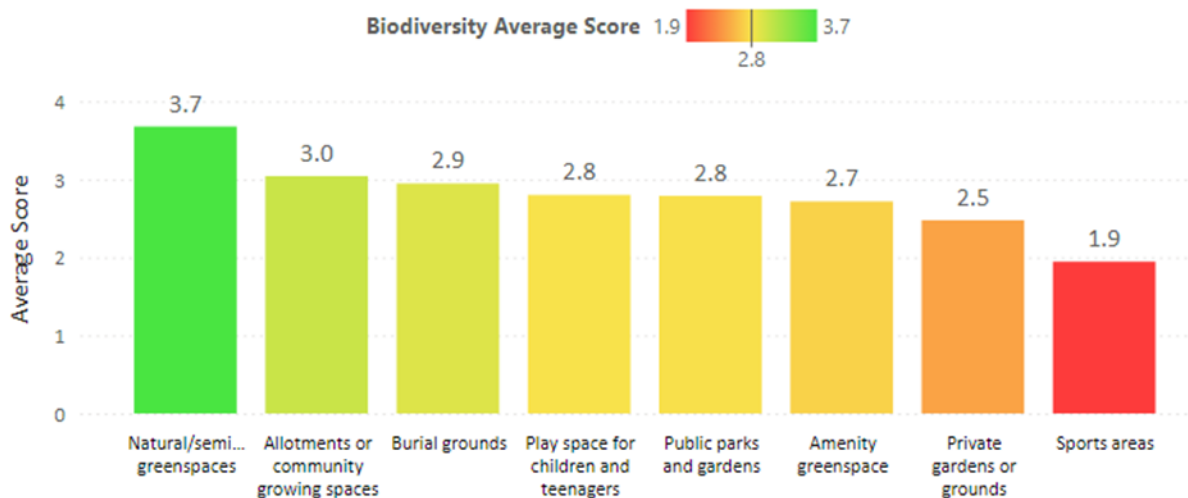
Community Value

Average Community Score by Open Space Type



Biodiversity Value

Average Biodiversity Score by Open Space Type



The average open space biodiversity score by open space type ranged from 1.9 to 3.7 out of 5.

Natural / semi natural greenspaces had the highest average biodiversity score with 3.7 out of 5, followed by **allotment or community growing spaces** which had a biodiversity score of 3.0 out of 5.

Sports areas had the lowest average biodiversity score with 1.9 out of 5, followed by **private gardens or grounds** which had a biodiversity score of 2.5 out of 5.

Aberdeen City includes many nationally and locally protected areas at different levels. For example, the River Dee Special Area of Conservation (SAC), is important for its Atlantic salmon, freshwater pearl mussel and the European otter. The city has a variety of public green and open spaces for people and wildlife which help with adapting to and reducing climate change and also improving community wellbeing.

Biodiversity scoring was included in the audit to ensure it was considered as part of the overall audit process. Habitat connectivity scores were also collected for sites which measure how well they are linked to the wider green space network and citywide green infrastructure. This will allow opportunities through project work and by working with developers to improve the connectivity of habitats and reduce their fragmentation.

[NESBReC](#) developed a biodiversity scoring system for habitats in the city to help evaluate the biodiversity value of open space sites. The data is stored in a digital format for multiple use and cross referencing with other data. The scoring system identified areas that had UK Biodiversity Action Plan (UK BAP) habitats and also showed areas that could benefit from future biodiversity enhancement.

When green spaces are fragmented, wildlife movement is hindered, and this can impact on the amount of food and shelter available and limit opportunities to breed. Therefore, the consequences of restricting movement on an individual species can have far ranging impacts and can result in biodiversity loss locally.

Green corridors are ways to connect green spaces. These can include grass verges, tree rows, shelterbelts, railway embankments, watercourses, hedgerows and even street trees. These patches of green space act as stepping stones across an urban area and help wildlife move from one place to another whilst also contributing to place-making by making spaces more attractive.

FOOD GROWING

Food-growing spaces have many advantages; they can improve the quality of places, enhance the environment, improve biodiversity and reduce the impact of climate change, as well as promote health, social, physical and mental wellbeing. Food-growing spaces are a type of open space and contribute to open space provision as outlined in the [Aberdeen Planning Guidance: Open Space and Green Infrastructure](#)¹².

The [Food Growing Aberdeen Planning Guidance](#)¹³ identifies twelve types of 'edible settings' these include allotments, orchards, therapeutic gardens, school gardens, temporary gardens, edible landscaping and community gardens.

[Granite City Growing](#),¹⁴ Aberdeen's food-growing strategy, has been in place since 2020. Its implementation is being taken forward in partnership with stakeholders under the governance of the [Granite City Good Food](#)¹⁵ action plan.

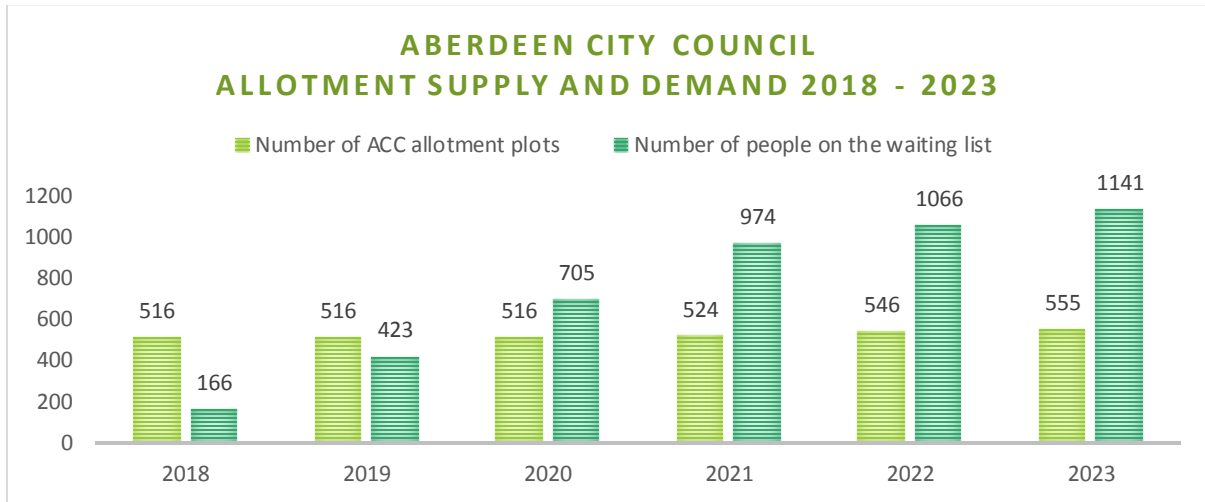
¹² [Aberdeen Planning Guidance: Open Space and Green Infrastructure](#)

¹³ [Food Growing Aberdeen Planning Guidance](#)

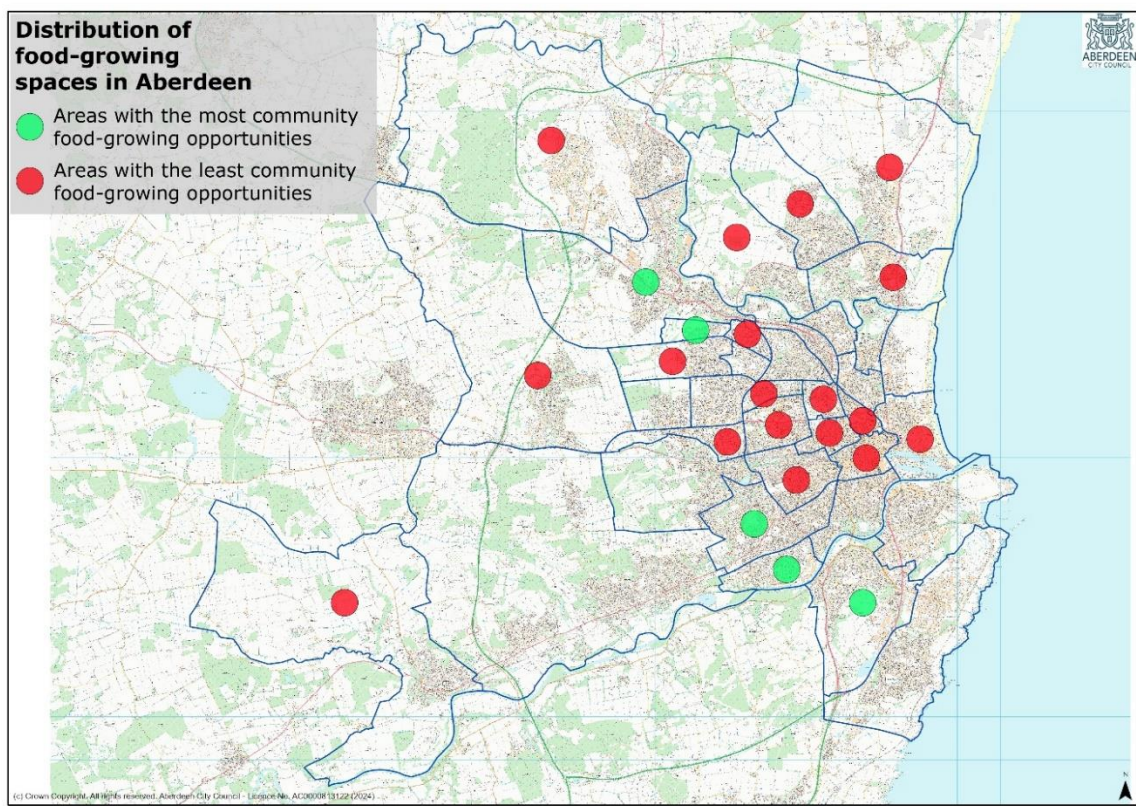
¹⁴ [Granite City Growing – Aberdeen's Food Growing Strategy](#)

¹⁵ [Granite City Good Food Action plan](#)

In 2020 Aberdeen had 2.85 allotment plots available per 1000 people. This amounted to 95,000 square metres of growing space. The demand for allotments has more than doubled between 2018 and 2023. During the same period, the supply of Aberdeen City Council allotment plots has increased by 8%.



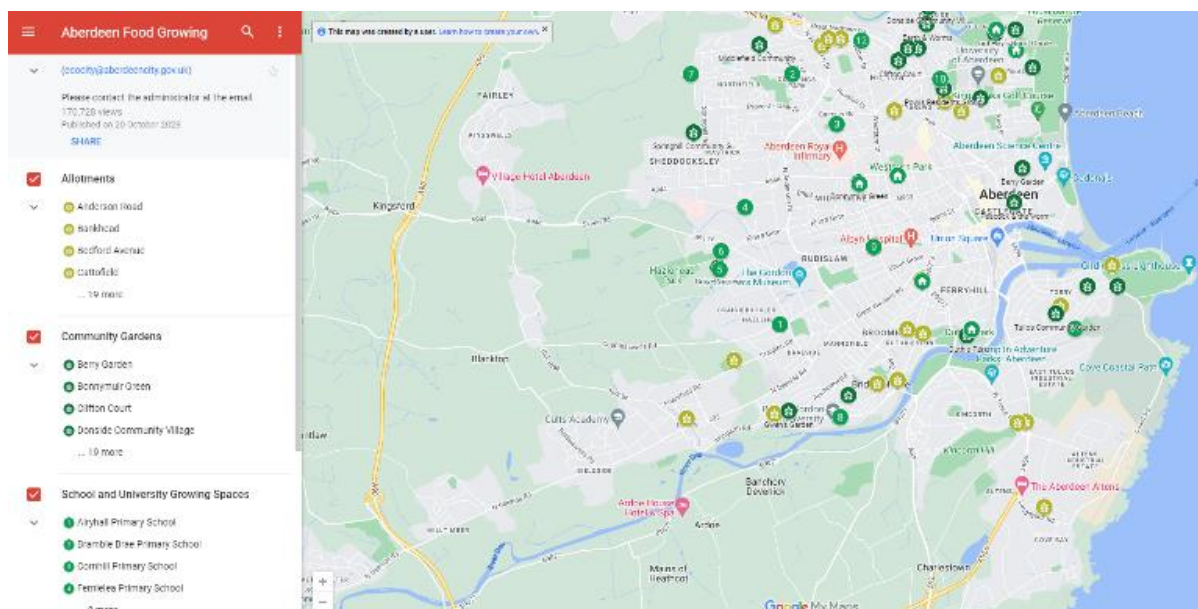
In 2019 the distribution of food-growing opportunities across the city was uneven. The map below shows the distribution of opportunities at that time (allotments plots and other known food-growing spaces). The areas in red had no known spaces; the areas in green had over six spaces per 1,000 people). Areas with no dot had between one to six food-growing spaces per 1000 people.



Since 2020 food-growing opportunities have been supported through an improvement project of the Aberdeen Local Outcome Improvement Plan. The [end of project report](#) in 2022 stated that 79

community food growing spaces were in existence across the city and that 45 food-growing projects were being supported in schools, communities and workplaces.

Thirty three community partnerships registered as '[Its Your Neighbourhood](#)' groups with Keep Scotland Beautiful in 2021 and many of those groups included food-growing as an activity. Additionally sixteen local schools are active in the [Eco-Schools](#) scheme and include food-growing as an option to progress through the initiative.



To support the development of Granite City Growing and to record the increasing number of food-growing spaces, an [Aberdeen Food-Growing Map](#)¹⁶ was developed in 2018.

The map is regularly updated with known food-growing opportunities and is signposted to people on allotment waiting lists. In five and a half years, from going live in late 2018, it has had nearly 180,500 views.

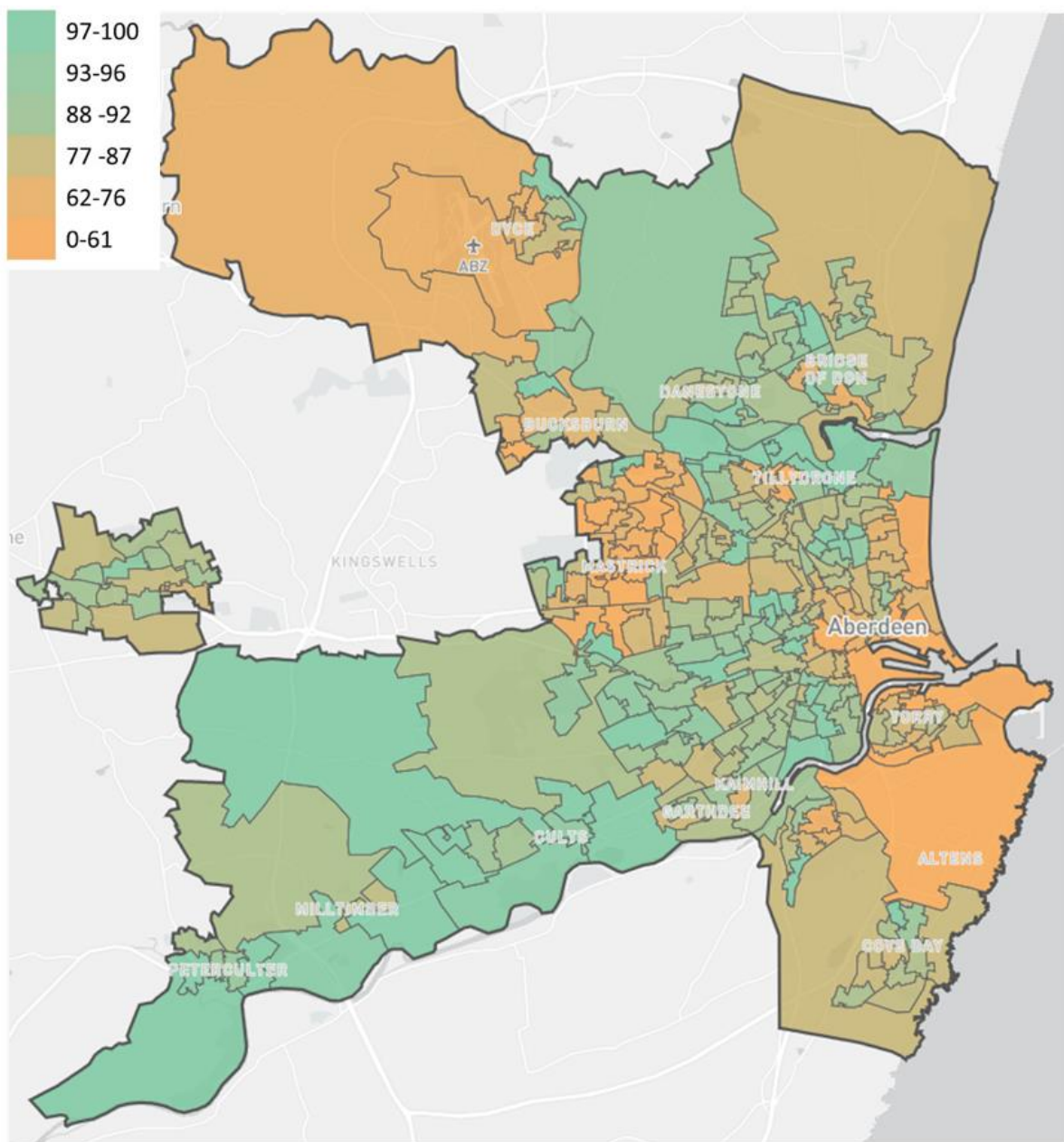
¹⁶ [Aberdeen Food-Growing Map](#)

TREE EQUITY

[Tree Equity Score UK](#) is a map-based application that was created to help address disparities in urban tree distribution by identifying the areas in greatest need of people-focused investment in trees. The tool was developed by the [Woodland Trust](#), [American Forests](#) and the [Centre for Sustainable health care](#).

The Tree Equity Score sets a national standard in the UK to help make the case for investment in areas with the greatest need.

The score ranges from 0 to 100. The lower the score, the greater priority for tree planting. A score of 100 means the neighbourhood (Data Zone) has met the standard for proper urban tree canopy and has achieved Tree Equity.



ABERDEEN TREE EQUITY SCORES

- Aberdeen City has a composite tree equity score of 85
- Aberdeen is further broken down into 276 data zones (It should be noted that Kingswells and surrounding area is not currently covered by Tree Equity data and that Westhill has been included. Aberdeen City Council has no control over where Tree Equity Score UK covers)

Aberdeen has:

- 16 Data zones in the highest priority group scoring between 0-69
- The lowest data zone which scores 40
- 36 Data Zones which have a score of 100

To reach 100% tree equity in each data zone Aberdeen would need to increase canopy cover by 12.6%. This would require an area 7.47sq-km in size and would be the equivalent to planting 133,970 medium size trees.

Achieving 100% tree equity would:

- Increase the carbon sequestered from 695.6 tonnes to 2,285 tonnes
- Increase the annual ecosystem service value from £1,190,164 to £3,909,451

An interactive map displaying all the individual scores for all the data zones in Aberdeen can be found by viewing the [Aberdeen Tree Equity Aberdeen Map](#).

TREE CANOPY COVER

Aberdeen tree canopy figures were derived from an iTree Canopy study undertaken in 2020. The study concluded that **Aberdeen has 17% tree canopy cover**, though areas of the city have a canopy cover as low as 6%. Ward level figures are noted below.

[Scotland's Forestry Strategy](#)¹⁷ sets a target of 21% forest and woodland cover by 2032 and the [Tree Design Action Group](#) recommends a minimum 20% canopy cover for urban areas (15% for coastal locations) to improve human health and well-being.

In the last 100 years, forest and woodland cover in Scotland has increased from around 5% to 18.5%. This percentage is higher than the rest of the UK but is still well below the European Union (EU) average of 43% forest and woodland cover.

WARD CANOPY COVER

Ward	Tree Canopy Cover %
Hazlehead / Queen's Cross / Countesswells	27%
Lower Deeside	25%
Kincorth / Nigg / Cove	24%
Dyce / Bucksburn / Danestone	22%
Midsocket / Rosemount	22%
Tillydrone / Seaton / Old Aberdeen	20%
Airyhall / Broomhill / Garthdee	19%
Hilton / Woodside / Stockethill	17%
Bridge of Don	13%
Torry / Ferryhill	13%
Kingswells / Sheddocksley / Summerhill	8%
George Street / Harbour	7%
Northfield / Mastrick North	6%

¹⁷ [Scotland's Forestry Strategy](#)

ABERDEEN OPEN SPACE SURVEY

The Aberdeen Open Space Survey sought to collect the views of residents and visitors on how they use and perceive Aberdeen's open and green blue spaces.

The results are available for anyone to use to inform the shaping of policy action, including future revisions of the Council's Climate Plan and allied initiatives, along with the citywide [Net Zero Aberdeen](#) place based strategies such as the [Natural Environment Strategy](#) and other initiatives.

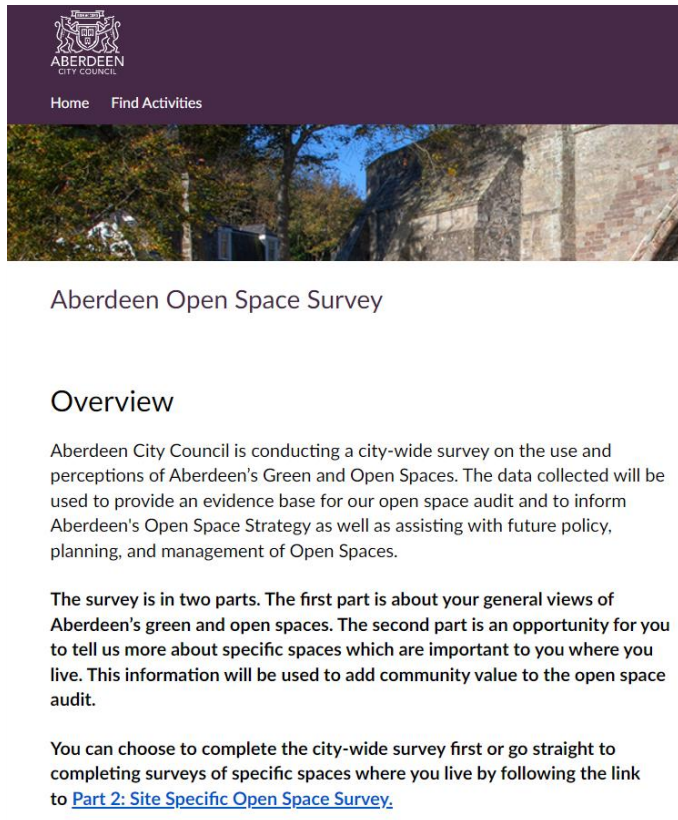
Different methods were used to engage and consult with the community to find out how they value open spaces. This engagement focused on two areas: the first part was a citywide Aberdeen Open Space Survey, the second part was a spatial Geographical Information System (GIS) map-based survey where residents could use an interactive map to say more about what they enjoyed or what could be better about specific spaces. Residents were also asked to help identify spaces that could potentially be managed for wildlife or used for food growing in the future.

Residents and visitors to the city were invited to take part in the online survey which took between 7-10 minutes to complete and was delivered via [Citizen Space](#), a digital engagement platform widely used for policy consultation and resident surveys.

Due to COVID-19 pandemic restrictions being in place during the survey period the majority of engagement and promotion was carried out online via social media, through the use of QR codes, press releases, through Community Planning Aberdeen and partners, Community Councils and various community and Friends of Parks groups.

Paper copies were also made available for completion in person in the Marischal College Customer Service Centre and in public libraries.

The survey was open from 08/02/2022 to 20/03/2022 with a total of 580 responses to the citywide survey and 783 responses to the spatial survey. Analysis of the spatial GIS map-based survey is ongoing.



Aberdeen Open Space Survey

Overview

Aberdeen City Council is conducting a city-wide survey on the use and perceptions of Aberdeen's Green and Open Spaces. The data collected will be used to provide an evidence base for our open space audit and to inform Aberdeen's Open Space Strategy as well as assisting with future policy, planning, and management of Open Spaces.

The survey is in two parts. The first part is about your general views of Aberdeen's green and open spaces. The second part is an opportunity for you to tell us more about specific spaces which are important to you where you live. This information will be used to add community value to the open space audit.

You can choose to complete the city-wide survey first or go straight to completing surveys of specific spaces where you live by following the link to [Part 2: Site Specific Open Space Survey](#).

KEY SURVEY FINDINGS

A total of 580 responses to the citywide survey were received.

OPEN SPACE SATISFACTION

CITYWIDE OPEN SPACE SATISFACTION

79% of respondents reported being satisfied, fairly satisfied or very satisfied with the overall quality of Aberdeen's greenspace and open space areas however some open space types had a lower satisfaction rating than others.

Allotments and community food growing spaces, walking and cycling routes and amenity spaces had the lowest citywide satisfaction rates reported by respondents:

- Allotments and community food growing spaces: 65%
- Walking/cycling routes: 64%
- Amenity spaces: 64%

Parks, woodlands and natural or semi-natural areas had the highest citywide satisfaction rates reported by respondents:

- Parks: 86%
- Woodlands: 82%
- Natural or semi-natural areas: 82%

75% of respondents were satisfied, fairly satisfied or very satisfied with children's play areas.

LOCAL OPEN SPACE SATISFACTION

When respondents were asked about local spaces approximately 400 meters (or a 5-minute walk) from their home satisfaction was broadly similar to citywide satisfaction with open space areas.

Allotments and community food growing spaces, walking and cycling routes and amenity spaces had the lowest satisfaction rates and parks, woodlands, and natural or semi natural areas had the highest satisfaction rates.

VALUE OF OPEN SPACE

Respondents were asked the top three reasons why they use, visit or enjoy the city's open spaces. The most common reasons given were:

1. Physical exercise or health reasons (e.g. walking or jogging etc.)	75%
2. To be in nature	71%
3. To meet friends or family or to socialise	53%
4. To get out of the house or office (e.g. for a break)	47%
5. For mental health reasons	31%

95% of respondents said local greenspace and open space areas were important or extremely important during Covid-19 pandemic restrictions and that they helped relieve stress, improve physical and mental wellbeing, and helped them to appreciate nature.

IMPROVING OPEN SPACE

When asked what would encourage respondents to use or visit Aberdeen’s greenspace or open spaces more often the most common reasons given were:

1. If they had better facilities (e.g. benches or toilets)	49%
2. If they were better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.)	45%
3. If there were more adequate paths for walking or cycling	36%
4. If they had less or no dog fouling	30%
5. If they were better connected to other spaces	25%
6. If they had less or no litter	25%
7. If there was better information about them (e.g. information panels or signage)	20%
8. If they had better lighting	19%

When asked what would encourage respondents to use or visit local greenspace or open spaces more often the most common reasons given were:

1. If it had better facilities (e.g. benches or toilets)	40%
2. If it was better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.)	36%
3. If there was less or no dog fouling	28%
4. If it had adequate paths for walking or cycling	25%
5. If there was less or no litter	24%
6. If it had more bins	18%
7. If it was better connected to other spaces	17%
8. If they had better lighting	15%

MANAGING SPACES FOR NATURE

- 82% of respondents agreed or strongly agreed that they would like to see more greenspaces managed in a more natural way for the benefit of wildlife and nature .
- 49% of respondents said they would be encouraged to visit spaces more often if they were managed for wildlife and nature.

FOOD GROWING

- 54% of respondents agreed or strongly agreed that they would like to see more food-growing opportunities within green and open spaces across Aberdeen.
- 65% of respondents reported being satisfied with the quality of allotments and community food growing spaces.

This is the third lowest satisfaction rate of all the open space types and could be attributed to the current high demand and long waiting lists for allotments.

OPEN SPACE USE

- On average 41% of respondents visited greenspace and open space areas several times a week, 19% visited once a day and 15% visited once a week.
- 59% of people stayed on average for 1-2 hours, 26% for less than one hour and 15% for more than 2 hours.

OPEN SPACE TRAVEL

- 76% of respondents walked and 51% used a motorized vehicle to travel to open spaces. 13% cycled and 11% used public transport.
- On average 31% of respondents spent 11-20 minutes travelling to spaces, 30% spent 6-10 minutes travelling and 23% spent 5 minutes or less.

EQUALITY & ACCESSIBILITY

Respondents were asked about any needs around open spaces in relation to disability, medical condition or age. Some respondents expressed need for better lighting, security and toilet facilities in greenspaces, particularly at night.

The issue of accessibility for people with disabilities or mobility problems was expressed, with the need for more hard surfaced paths and better maintained surfaces, suitable for wheelchair users, to improve accessibility highlighted. A need for more seating for rest including wheelchair accessible benches and handrails was also expressed.

The desire for access to exercise equipment and outdoor adult gym equipment and a variety of exercise equipment was also expressed.

VOLUNTEERING

66% of respondents, if given the opportunity, would be interested in volunteering in green and open spaces.

GENERAL OPEN SPACE COMMENTS

COMMON THEMES AND SUGGESTIONS: Some of the common themes and suggestions that emerged from general comments were: reducing the use of chemicals and petrol equipment used for maintaining open spaces, preserving and enhancing the biodiversity and natural beauty of spaces, providing more facilities such as toilets, bins, cafes, play areas, and cycle routes, improved maintenance and listening to local community's opinions and needs.

POSITIVE FEEDBACK ON GREENSPACES: A number of comments from respondents expressed views on what was liked and appreciated about green and open spaces in Aberdeen. Some of the aspects that were praised were the beach and riverside areas, the biodiversity and natural beauty of spaces, and Aberdeen's parks and gardens.

PROTECTING OPEN SPACES FROM DEVELOPMENT: A number of responses expressed a desire for open spaces to be protected from development. A number of concerns were also raised around the potential development of areas of St Fittick's Park, which respondents felt was a vital green space and wetland area for the residents of Torry and the wildlife that inhabits it.

CASE STUDY 1: ABERDEEN FLAGSHIP PARKS FOR POLLINATORS PROJECT

OVERVIEW

Naturalised greenspace management is being extended by improving and creating blue green habitats in Duthie Park along the River Dee and Seaton Park along the River Don. The approach has been taken in these parks to demonstrate how this can benefit both people and wildlife.



Baseline data to understand the current habitats and species currently in the parks has been gathered. Action plans are being developed to manage and improve habitats, as part of the [Aberdeen B-lines](#) project with [Buglife Scotland](#).

A Nature Restoration in Parks grant of £37K from the Scottish Government was used to survey, plan, and design work to further improve the parks for nature. This included improving the wetlands and ponds to provide a valuable habitat for a range of species. The project also created new wildflower meadow areas for pollinators and improved existing ones. Tree planting was also part of the project.

Aberdeen Flagship Parks for Pollinators also supports long-term '[B-lines](#)' pollinator work between Aberdeen City Council and the charity Buglife.

The Council has a range of initiatives to help nature and biodiversity, these include, Aberdeen B-lines, a change in grass cutting regimes to encourage wildflowers,

The Council has various initiatives to help nature and biodiversity, such as Aberdeen B-lines, changing grass cutting regimes to allow wildflowers to grow, community tree planting and planting plants that attract pollinators.

CASE STUDY 2: UNION TERRACE GARDENS – HISTORIC URBAN GREENSPACE WITH MULTI-BENEFITS

OVERVIEW

In 2015 the City Centre Masterplan (CCMP) was agreed unanimously by Aberdeen City Council. This included a plan for Union Terrace Gardens:

“Enhanced connections to Union Terrace Gardens, restoration of historic features and sensitive contemporary interventions will create a more accessible, enticing and vibrant city centre destination. The enhanced urban green space will provide multi-functional benefits; strengthening urban wildlife corridors, encouraging sustainable transport choices through this enhanced green corridor and equipping Aberdeen to be more resilient to climate change effects”.



The planting proposals have respected the history and heritage of the gardens; informed by the size and species of existing plants. Suitable new plant selection, green infrastructure and soft landscaping has created space for biodiversity within the urban landscape.

OUTCOMES

Three pavilions built in the park as commercial premises all feature sedum roofs. Lighting has also been designed to minimise impacts on wildlife. The original gardens had extensive mature tree cover but they varied in condition, with most being fair, but a significant amount in poor condition with three existing trees able to be kept as part of the final design.

The removal of existing trees was mitigated by extensive new, large, mature tree planting which saw an increase in overall tree numbers and the variety of species which will have notable benefits in terms of biodiversity and long-term resilience of the gardens. The proposals included the planting of 89 new trees of 18 different species. The inclusion of large trees has ensured that the characteristic mature tree cover of the gardens has been maintained. The tree planting is supported by a new hedge, specimen shrubs and perennial planting. Planted at a high density to ensure immediate visual interest, they were selected to provide year-round interest through colour, texture and scent.

A total of 43,160 plants were incorporated into the garden design along with 78,982 bulbs. The redevelopment of Union Terrace Gardens was finished in 2023. People are using the gardens more than before and it promises to become a new and valued focal point for the city.

CASE STUDY 3: GREEN ROOFS AND SOLAR PANELS ON BUS SHELTERS



OVERVIEW

Incorporating green infrastructure within the city provides multiple benefits to people and wildlife. This project was led by the Council's Public Transport Unit who, as part of their bus shelter renewal plan, have installed bus shelters with green roofs and solar panels throughout the city.

OUTCOMES

The new shelters have been in place since late winter of 2021 / early spring 2022. They appear to be bedding in well and have been well received by the public. The Council have secured funding for another two projects of this type through [NESTRANS](#) and have plans to support a 5-year capital budget project which should provide a further 100 new sedum and solar shelters within the city.

The provision of green roof bus shelters contributes towards the national requirement to enhance and protect biodiversity and additionally supports the Council's vision for Net Zero, ensuring that climate adaptation and biodiversity are considered at all stages of project development, management, and maintenance of the city transport infrastructure.

GOALS

The bus shelters are essential shelter for public transport users; the sedum roofs are also providing biodiversity benefits and acting as 'stepping stones' for nature within the urban environment, helping to connect green and open spaces. The shelters use solar panels to generate their own energy, unlike conventional bus shelter structures.

13 sedum roofed shelters were installed in 2022/23 and 15 in 2023/24, with a further 15 planned in 2024/25. Case studies in other cities have shown that green roofs on bus shelters contribute towards climate resistance, absorb rainwater, capture particulates from the air, and support placemaking ambitions. Shelter suppliers have worked with experts to ensure that the species of wildflower and sedum are appropriate to support native pollinators.

CASE STUDY 4: GREEN FLAG AWARDS

OVERVIEW

The Green Flag Award scheme run by environmental charity [Keep Scotland Beautiful](#) gives recognition and rewards well managed parks and green spaces, and sets the standard for how recreational outdoor spaces should be managed.

Aberdeen City Council was awarded 9 Green Flag Awards in 2023 for its quality of open spaces.



This was more than in 2022, with two new sites, Westfield Park and Cove Woodland, getting Green Flag Status.

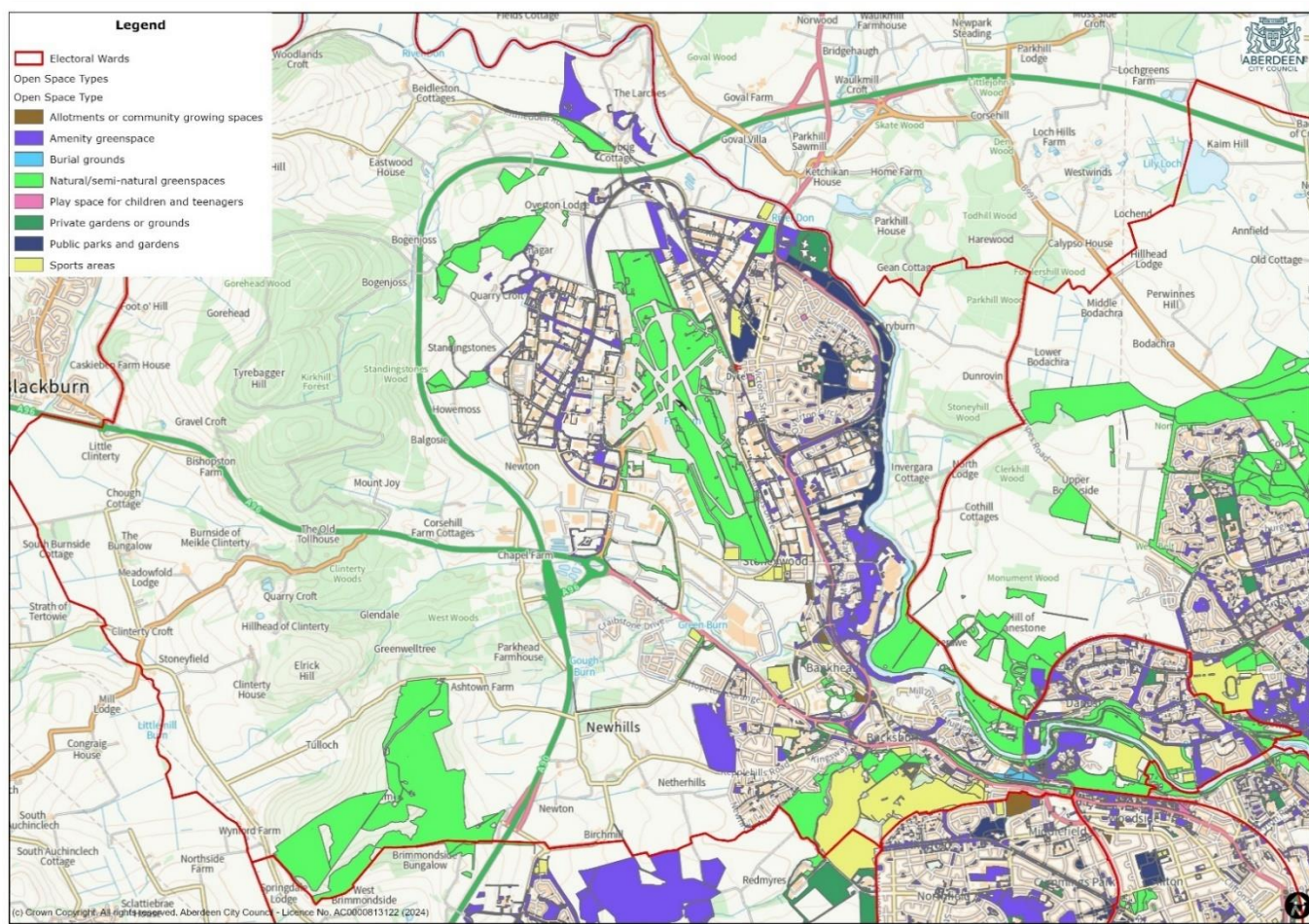
1. Duthie Park - Green Heritage award and 10th anniversary of being awarded a green flag
2. Hazlehead Park
3. Seaton Park
4. Johnston Gardens
5. Victoria Park
6. Slopefield Allotments
7. Garthdee Field Allotments
8. Cove Woodland
9. Westfield Park

This was the most ever achieved, with Aberdeen being the first local authority in Scotland to have an allotment site awarded with a Green Flag, with two allotments now achieving this award.

WARD INFORMATION

Please note that information will be provided in the below format for all wards in the final published version.

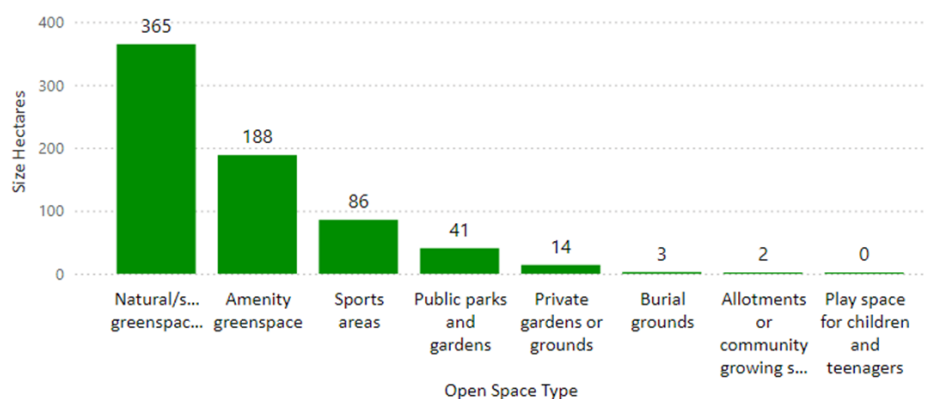
DYCE / BUCKSBURN / DANESTONE



QUANTITY

The Dyce / Bucksburn / Danestone ward has an estimated population of 19,139 with 698 hectares of open space and 36 hectares of open space per 1,000 people. The ward is well provided for in terms of the overall quantity of open space compared with other wards.

Open Space Hectares by Type



The primary open space types were Natural/semi-natural greenspaces (365Ha), amenity greenspace (188Ha) and sports areas (86Ha).

ACCESSIBILITY

The ward has limited access to major open spaces / a major park and limited access to allotment provision. 64% of residents have access to a natural / semi natural green space over 2 hectares. Open space is not equally distributed across the ward and some residents are lacking in certain types of provision.

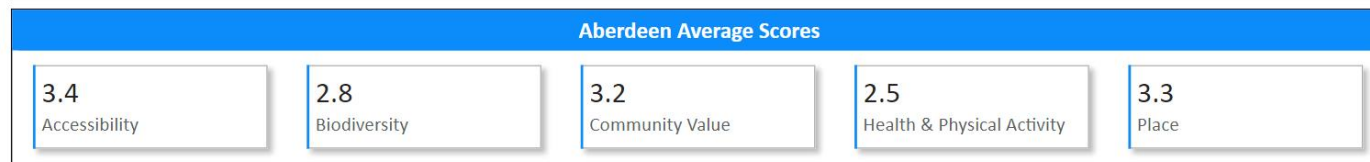
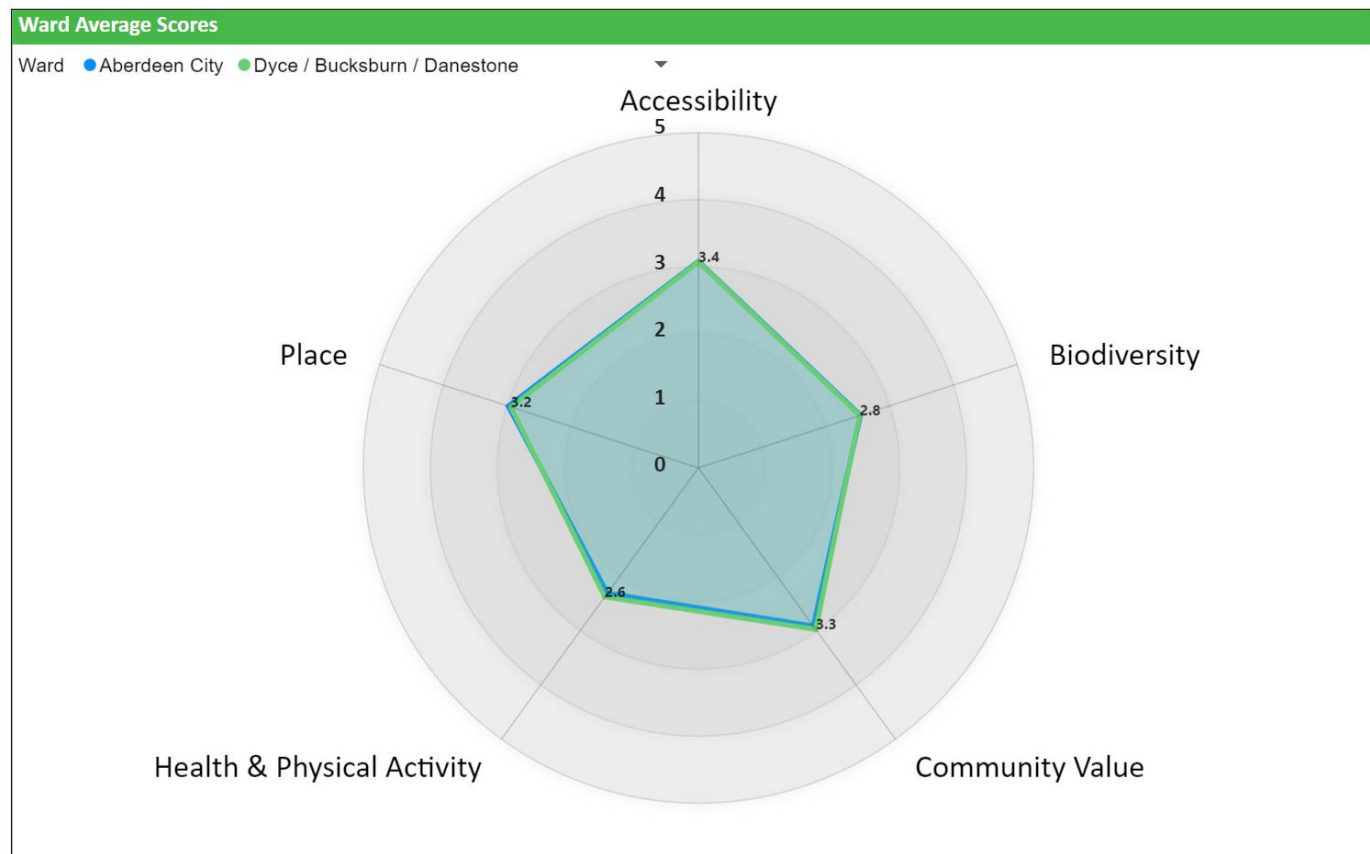
The table below shows the accessibility of open space in relation to households in the ward:

Open Space Type	Major Open Space >5ha	Natural / semi-natural greenspaces >2 ha	Equipped Play Spaces	Outdoor Sports Areas	Allotments
Percentage of households (%)	5%	64%	84%	98%	39%

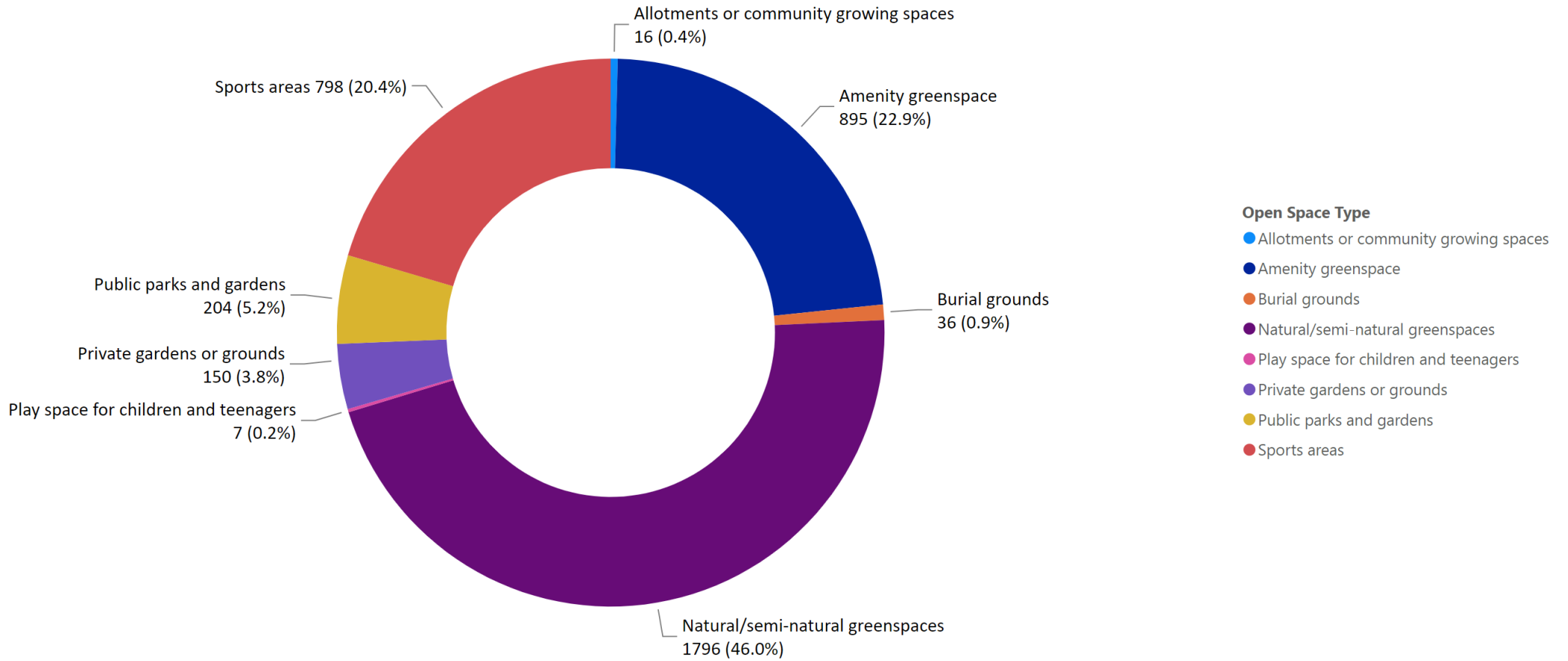
QUALITY

The audit shows that Dyce / Bucksburn / Danestone ward had an average open space quality score of 14.4 out of 25, with the lowest scoring open space types being allotments with a score of 13 and amenity greenspace with a score of 14. The highest scoring open space types were Play space for children and teenagers with a score of 17 and public parks and gardens with a score of 15.7.

Open space in the ward scored poorest in the health & physical activity and biodiversity categories, and highest in the accessibility and community value categories.

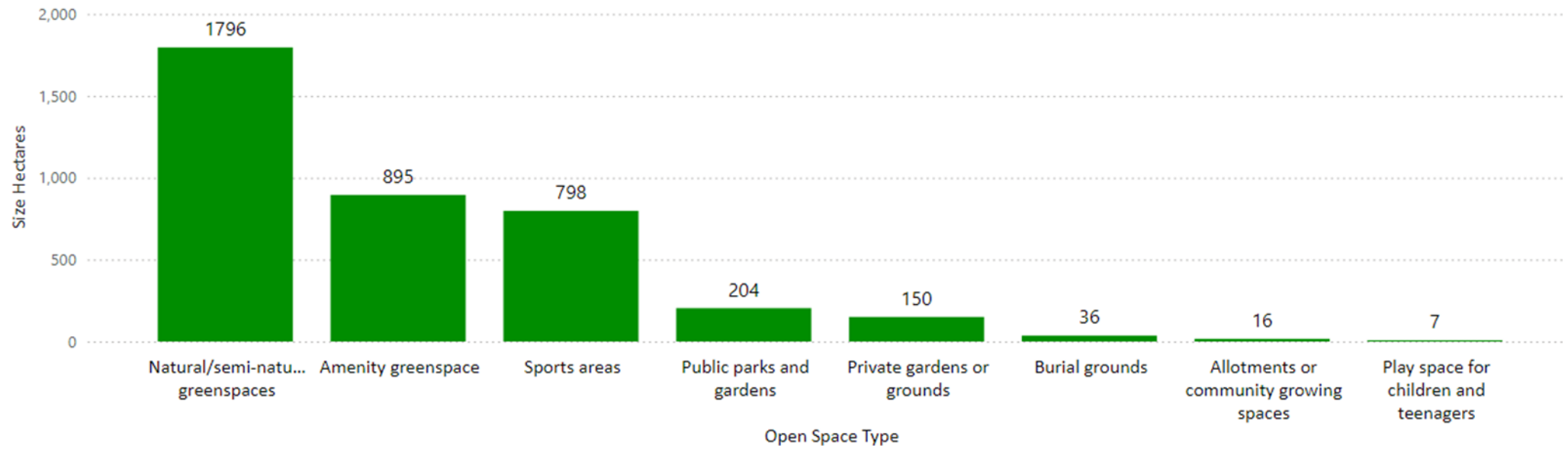


OPEN SPACE – HECTARES CITYWIDE

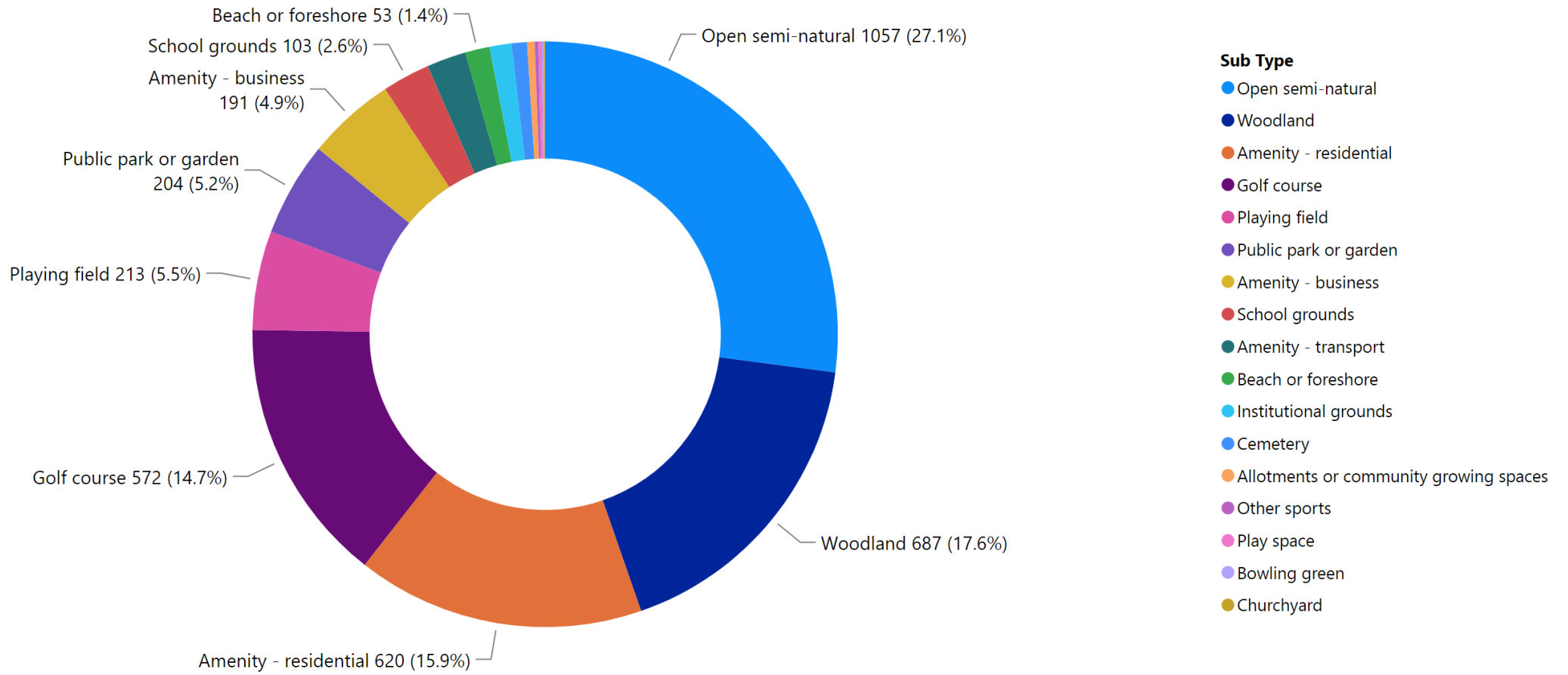


OPEN SPACE – HECTARES BY TYPE

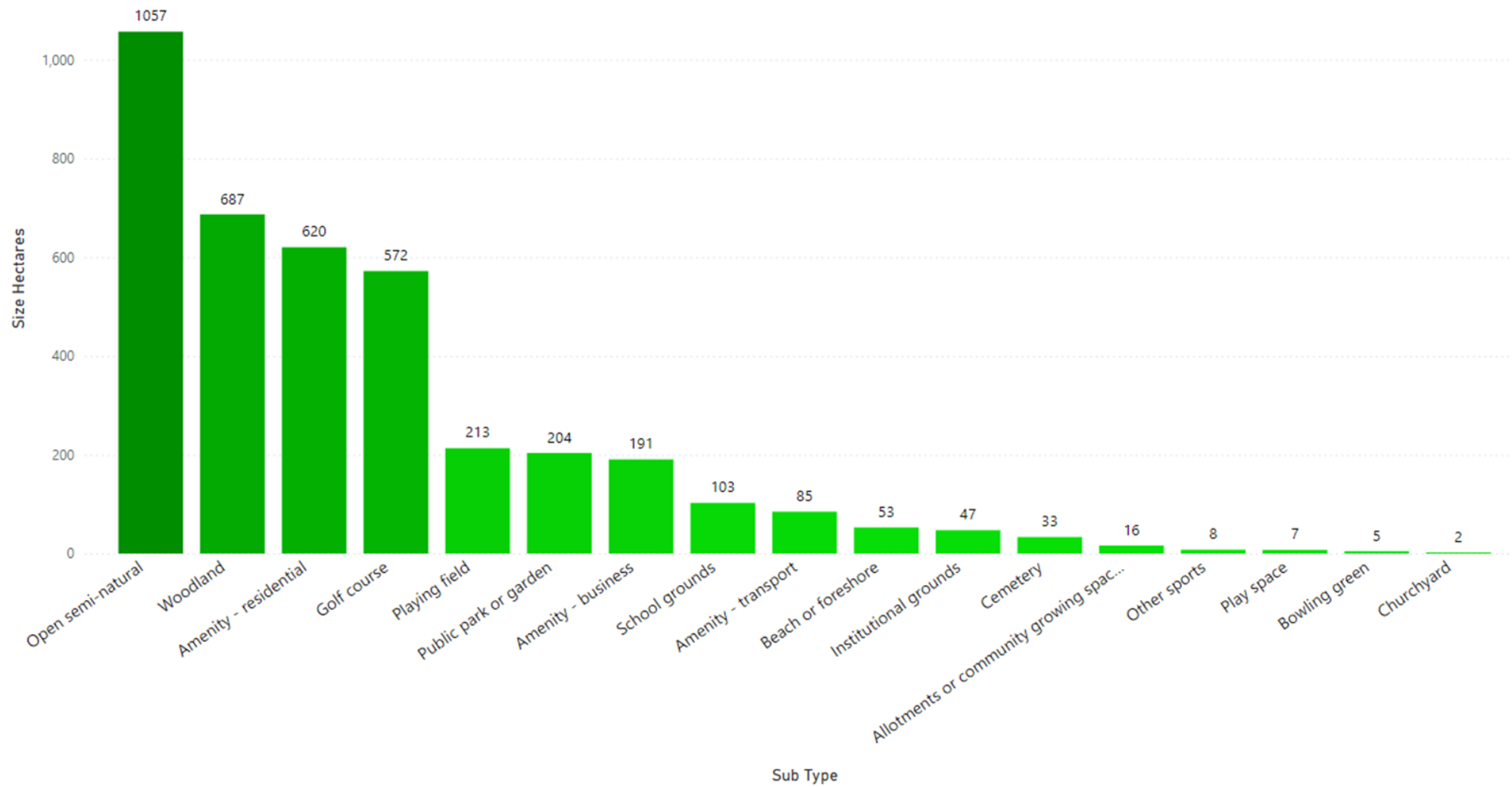
Open Space Hectares by Type



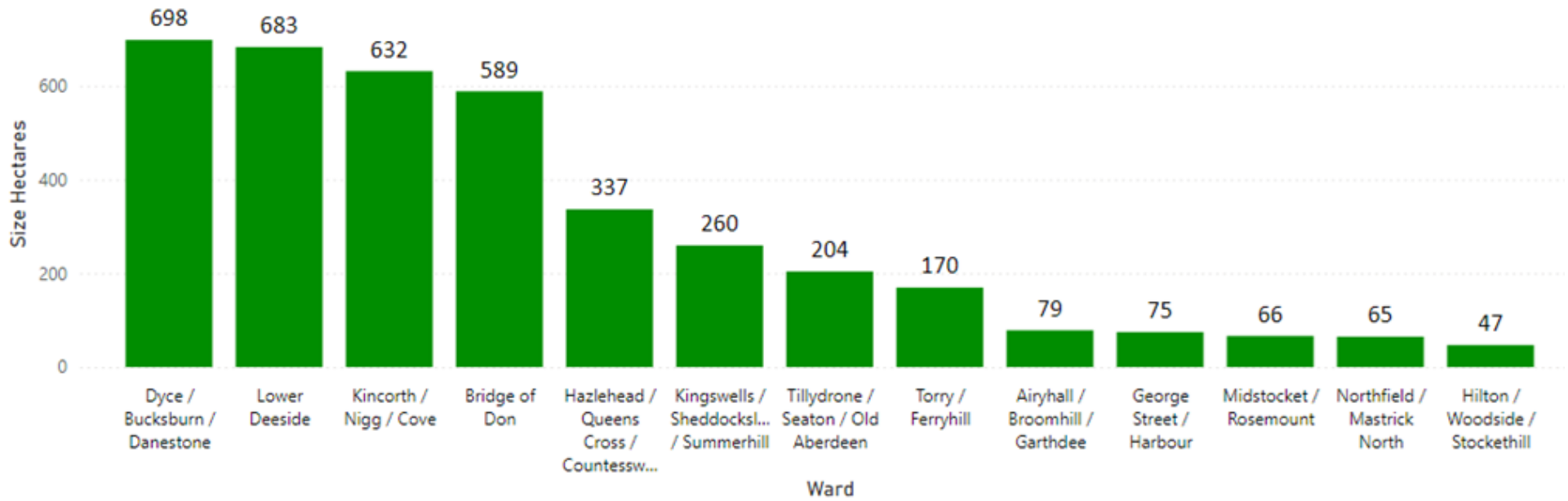
OPEN SPACE – HECTARES BY SUB TYPE



Hectare Profile by Sub Type

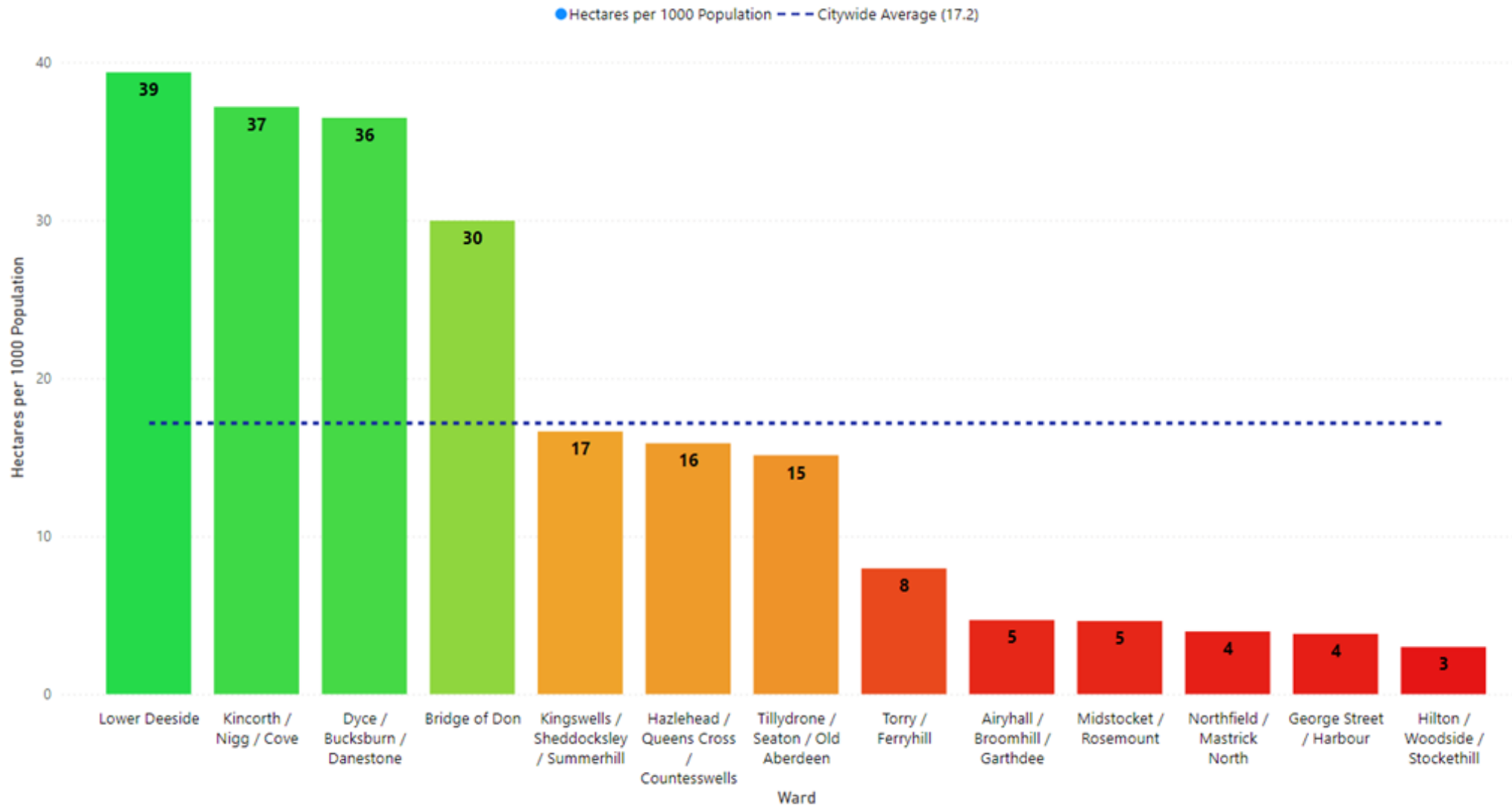


Open Space Hectares by Ward



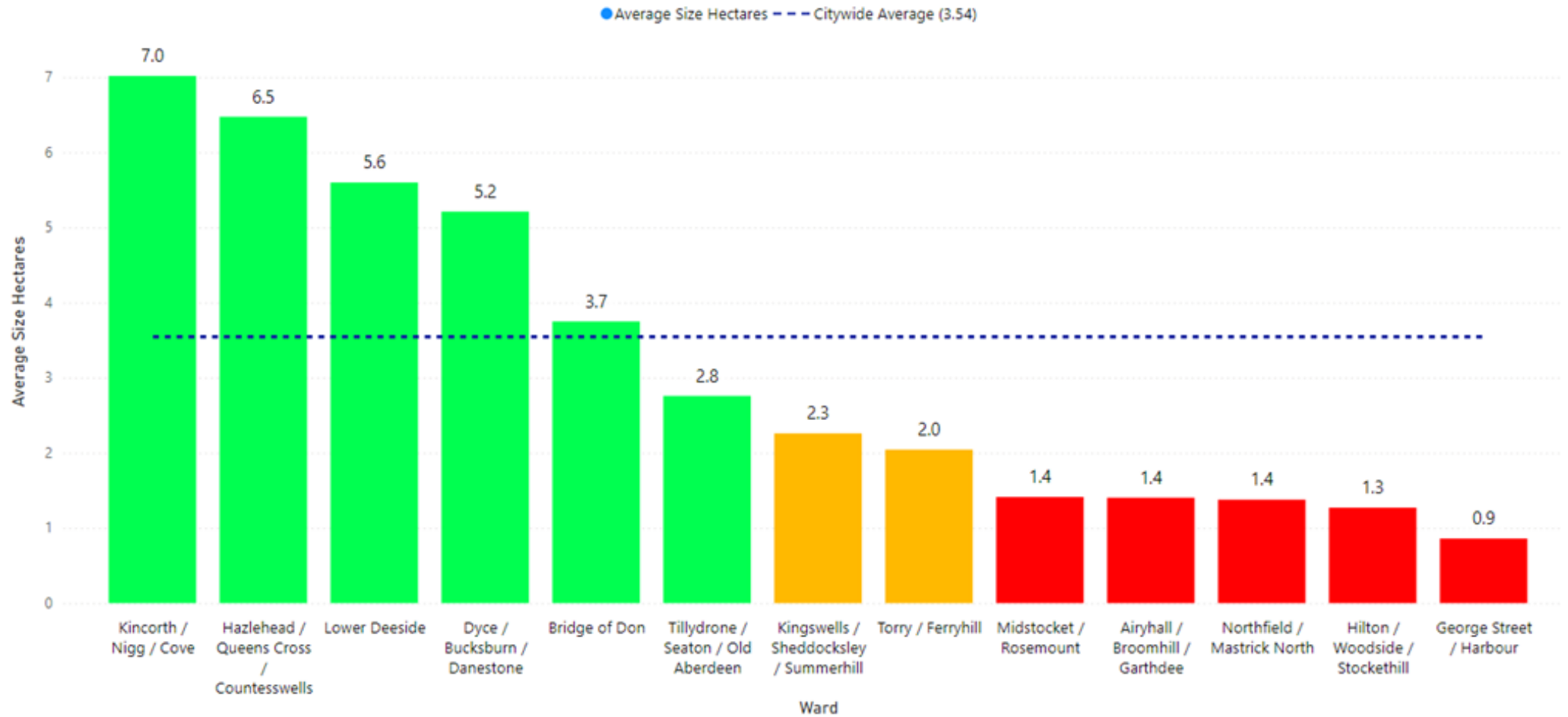
OPEN SPACE – HECTARES PER 1,000 PEOPLE

Hectares per 1,000 population by Ward



OPEN SPACE – AVERAGE WARD OPEN SPACE SIZE

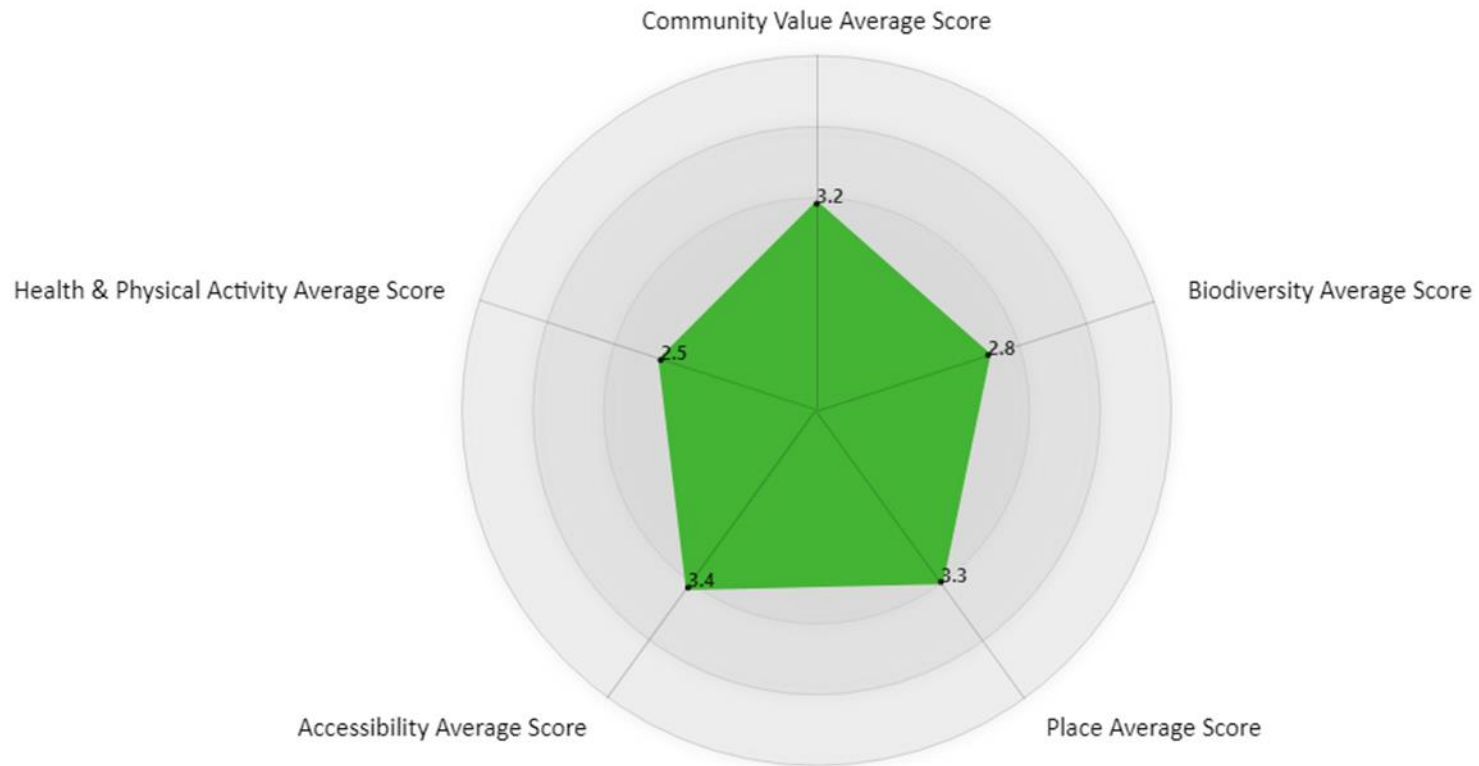
Average Ward Open Space Size



OPEN SPACE – QUALITY

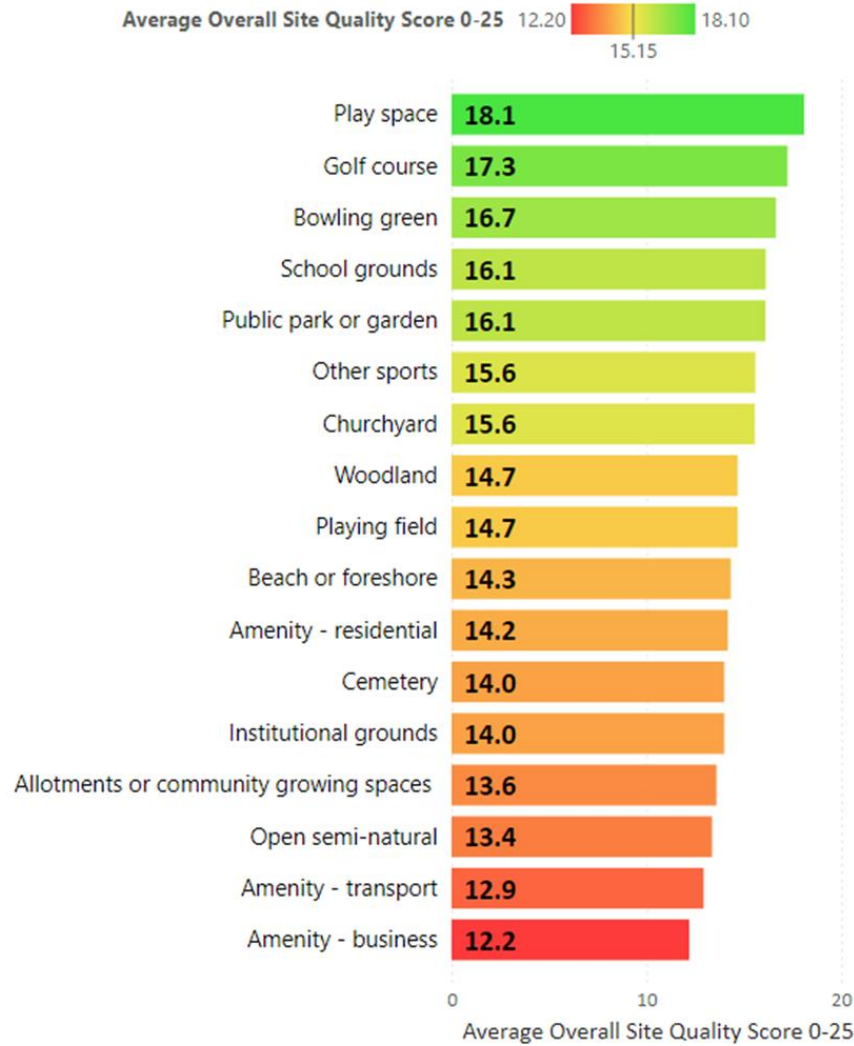
Open Space Audit Scoring 0-5 by Theme, Aberdeen City

Aberdeen City ● Aberdeen City

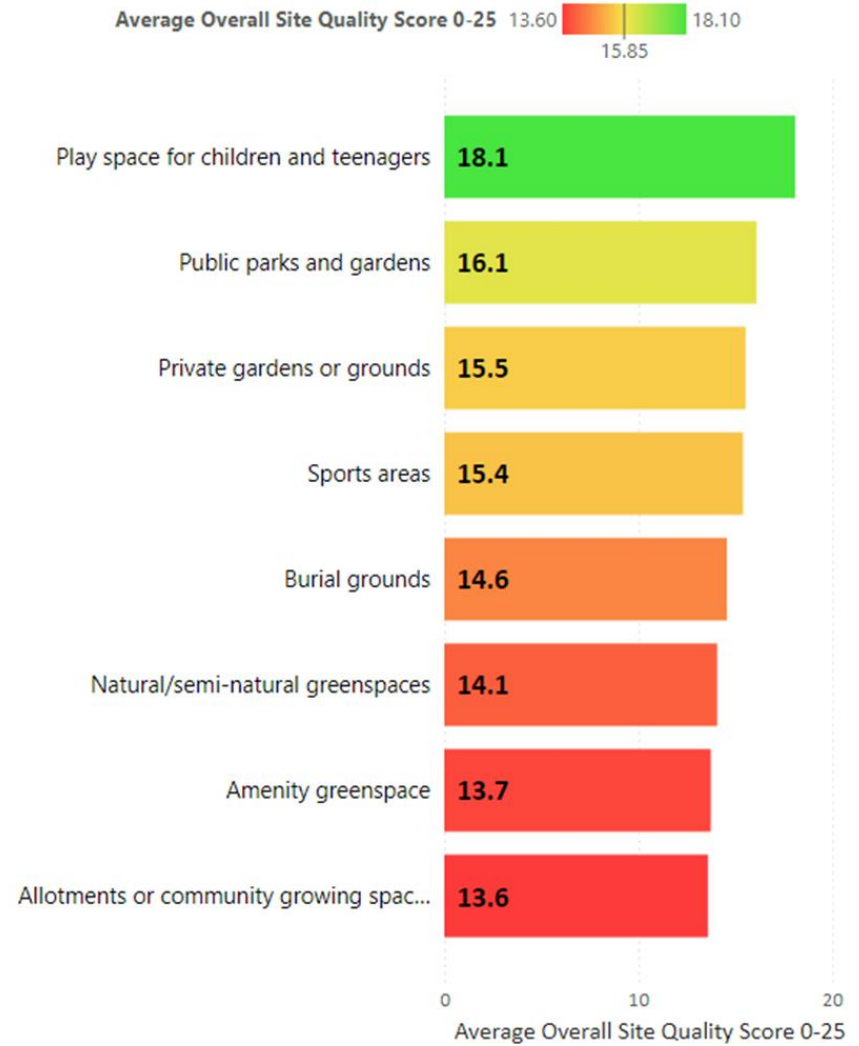


OPEN SPACE – QUALITY BY TYPE

Average Overall Site Quality Score by Open Space Sub T...

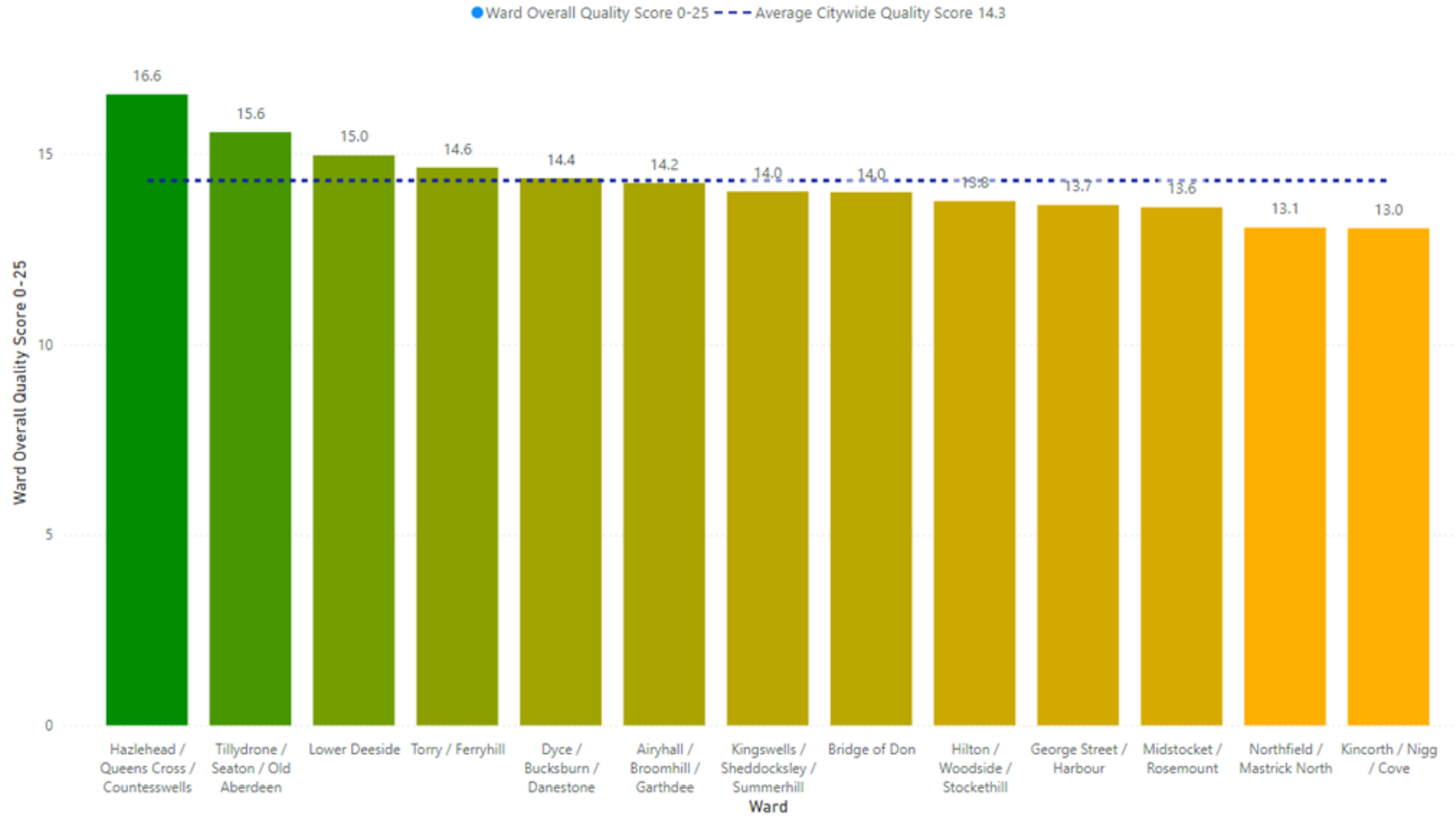


Average Overall Site Quality Score by Open Space Type



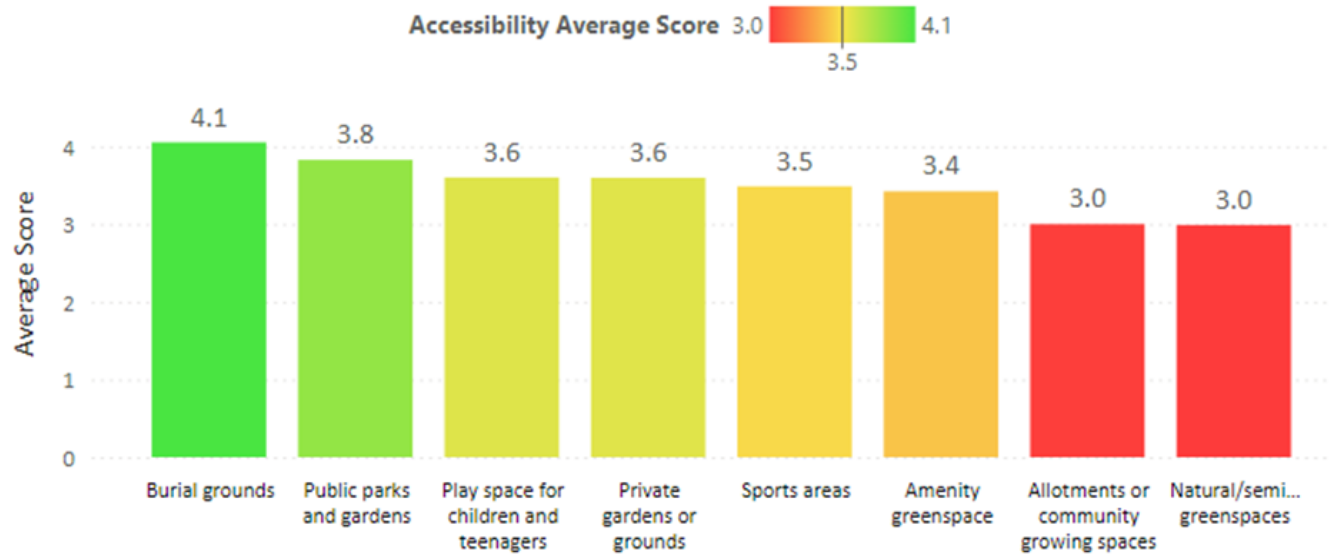
OPEN SPACE – QUALITY BY WARD

Ward Average Quality Score 0-25



ACCESSIBILITY BY OPEN SPACE TYPE

Average Accessibility Score by Open Space Type

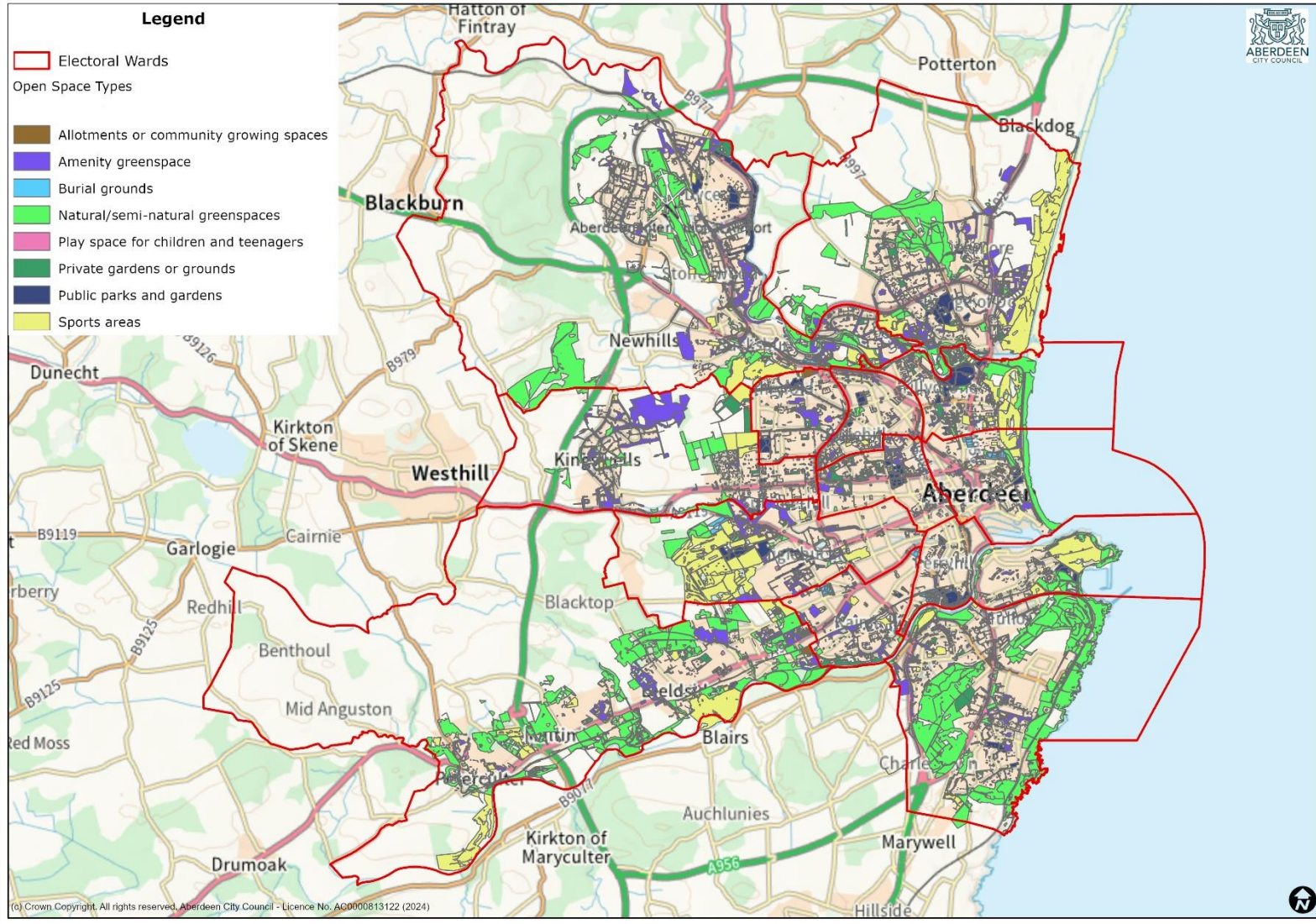


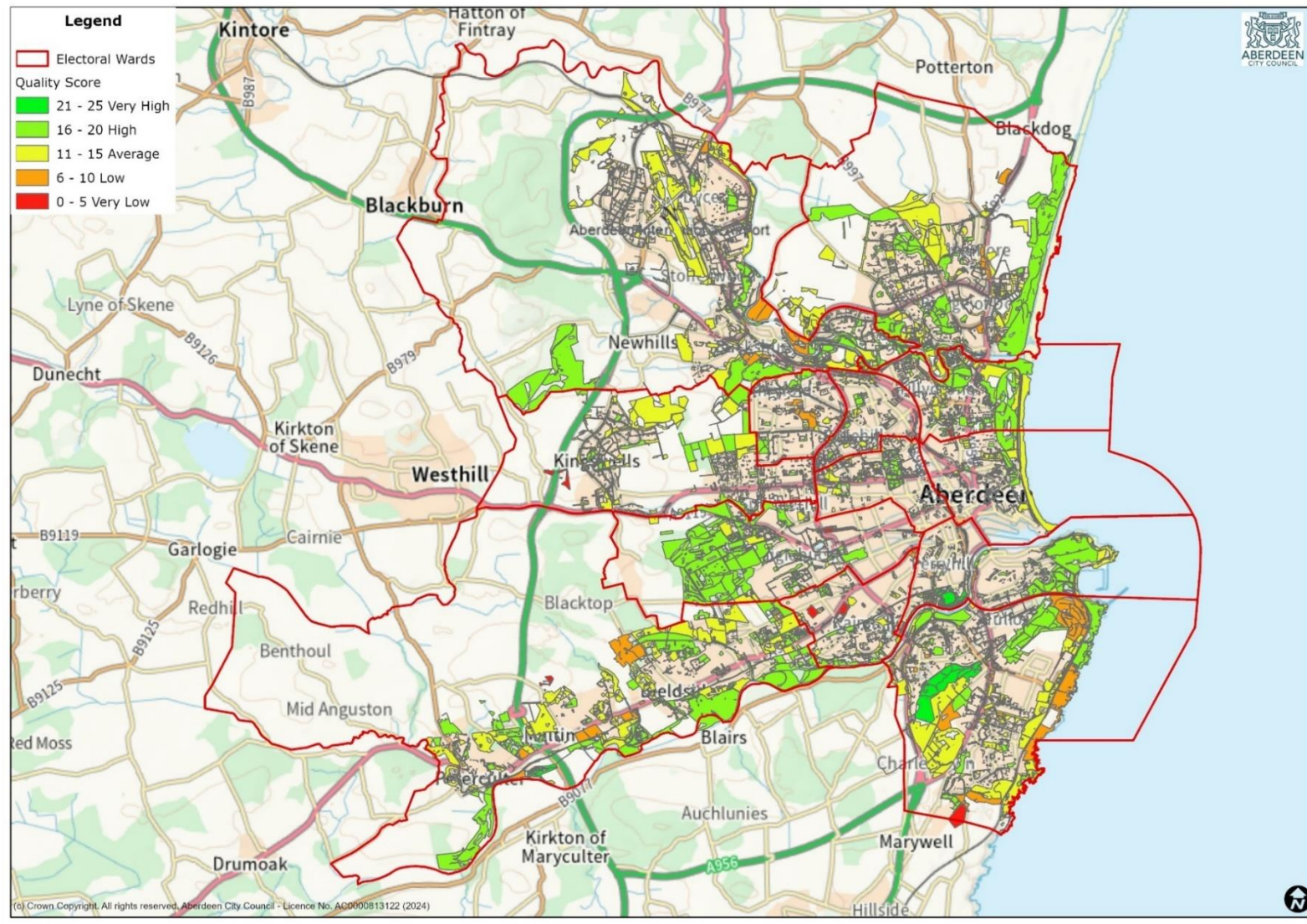
Accessibility Score by Ward

Accessibility Average Score 2.9 3.3 3.7

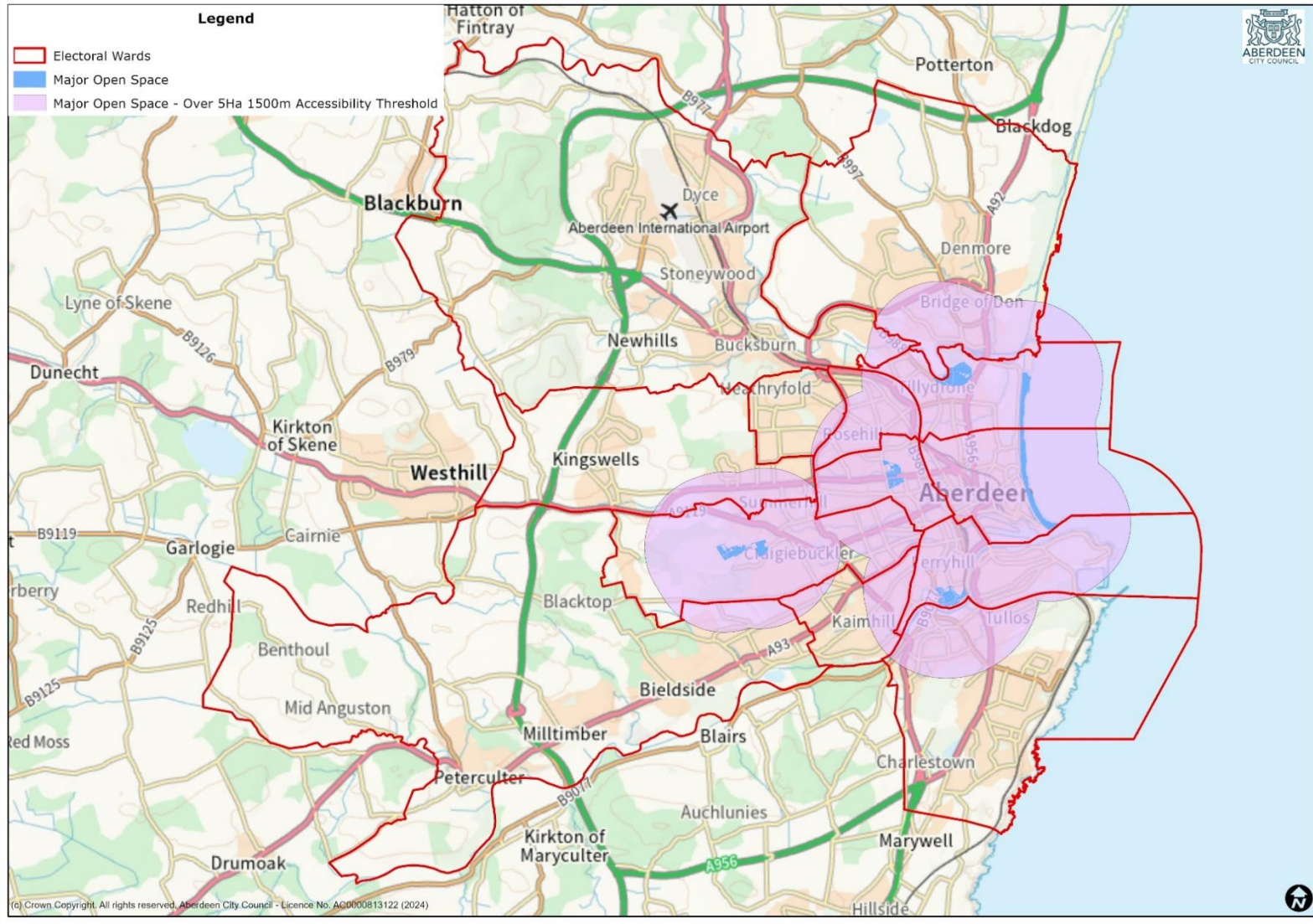


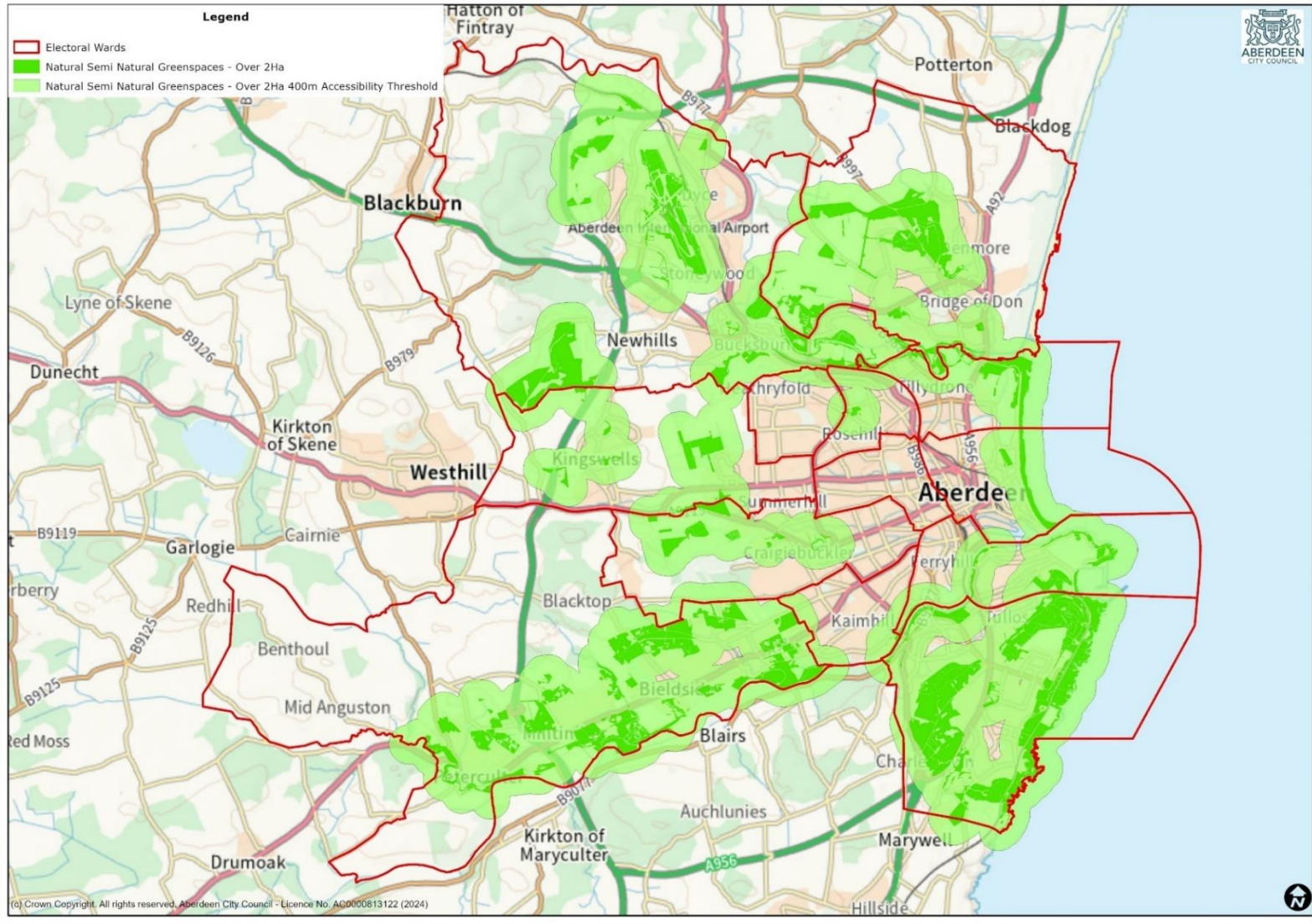
OPEN SPACE TYPES

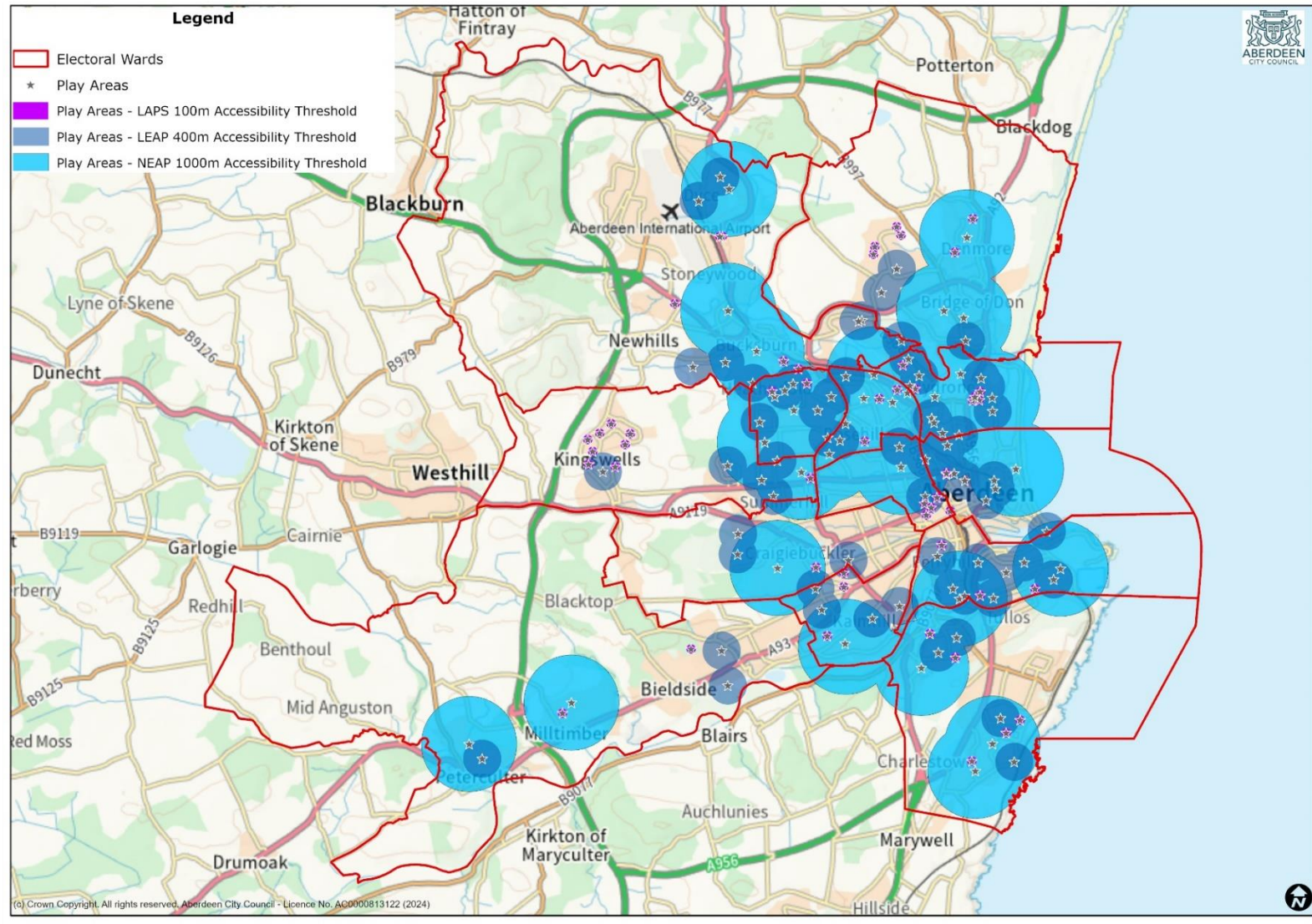


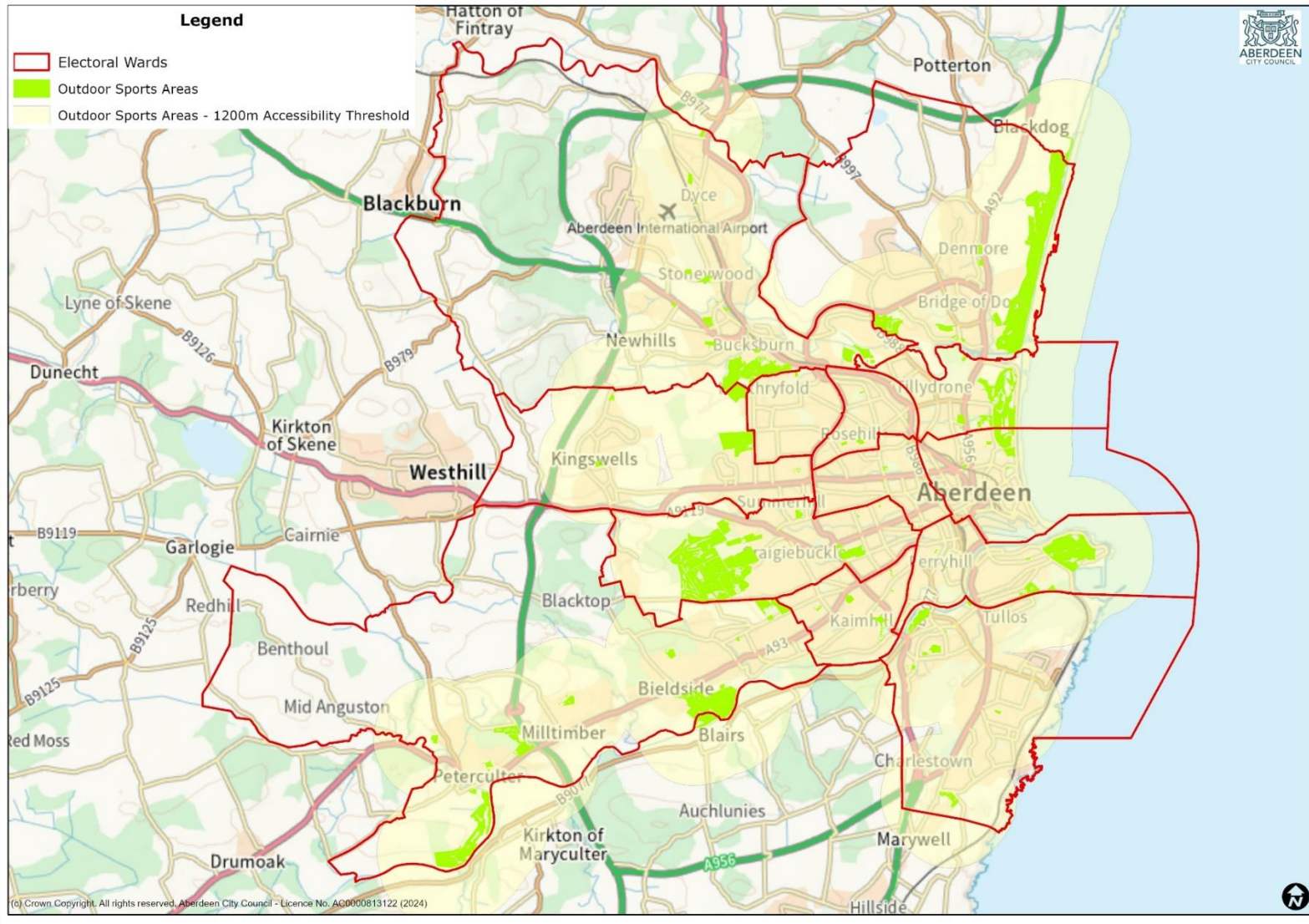


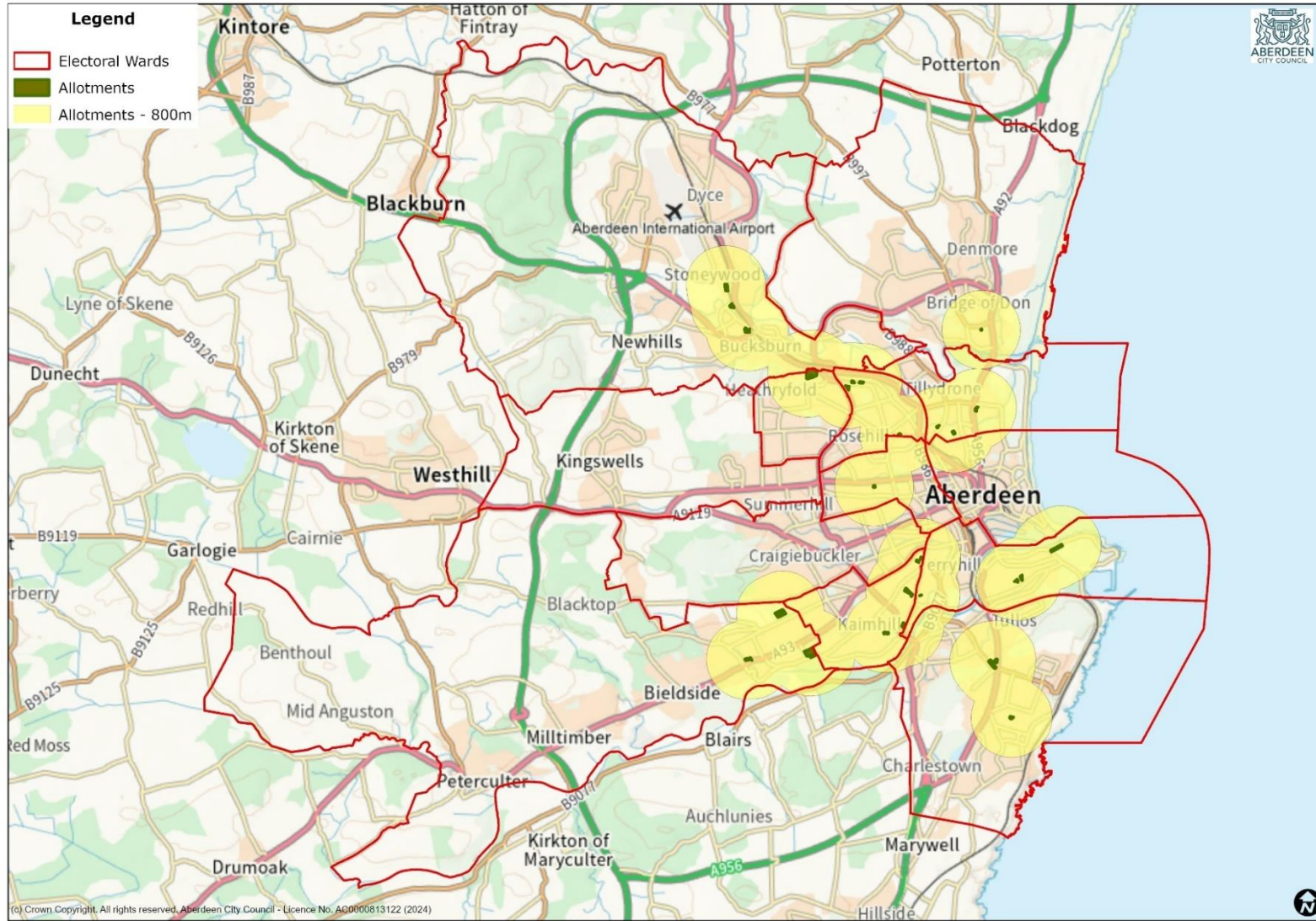
MAJOR OPEN SPACE

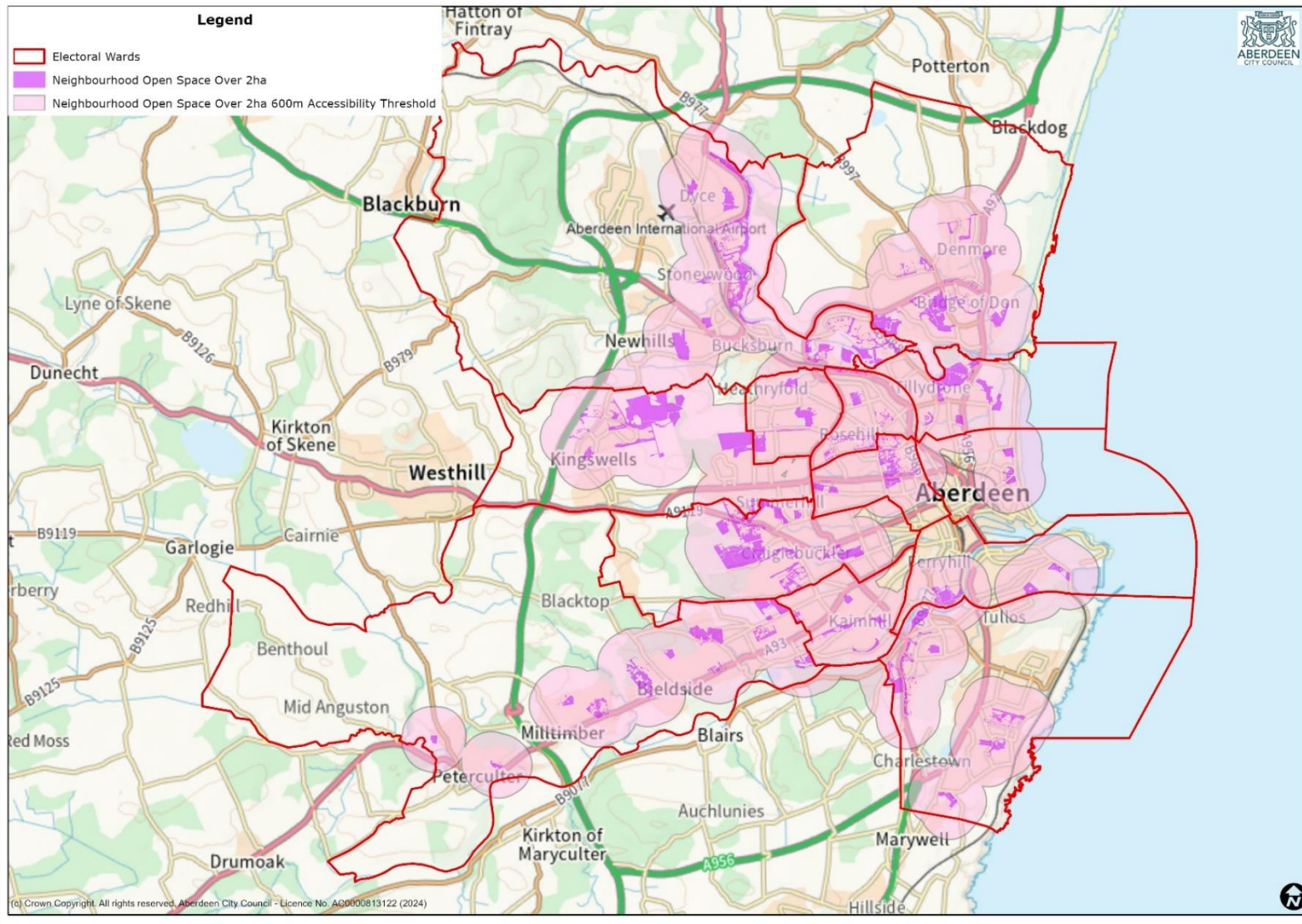












General notes for surveying a site

- Walk around/ view the whole site before starting to score the site, taking any notes as you see fit
- Take photographs of the site – to give a general overview of the site and to show strong points, issues, and opportunities of the site
- Keep in mind the weather conditions and how these may be affecting your perception of the site
- When totalling the score for a site a Y (yes) scores 3 and N (no) scores 1
- If N/A (not applicable) has been selected then no score should be recorded, this means that it will not affect the average score for that section
- 5 is the highest/ best score available, and 1 is the lowest/ worst score
- To calculate the score for a section of the questionnaire add up all the scores you have given and divide this by the number of questions answered (in other words ignoring any questions which you have marked as N/A). Round this number to the nearest whole number, round up for 0.5

Introduction Section

1	Name of Surveyor(s)	Full name of the surveyor(s) completing this site survey.
2	Date & Time of Survey	Date and time the survey was commenced at.
3	Weather Conditions	This should be kept general, nothing too detailed is required. This is simply to help make it clear weather conditions may have affected the survey of a site e.g. frequency of use may appear to be low due to adverse weather.
4	Site ID & Site Name	This field will either be pre-populated, or this information will be provided to you prior to going on site. Please ensure this is clearly filled in either way, so it is clear which site the form is for.
5	Primary Land Use	From the Function types list (overleaf) select the one which is most appropriate for the site. If you are unsure fill in two or more function types but give an indication as to the order of prominence.

Function types
Public park or garden
Private garden
School grounds
Institutional grounds
Amenity – residential or business
Amenity transport
Play space

Playing field	
Golf course	
Tennis court	
Bowling green	
Other sports	
Natural	Woodland
	Open semi-natural
	Open water
	Beach or foreshore
Allotments or community growing spaces	
Churchyard	
Cemetery	
Camping or caravan park	
Areas undergoing land use change	
Unknown	

Accessible and Well Connected

A1	Fit for purpose core paths	<p>Any Core Paths running through a site will be marked on the site map, if a path is not marked as a Core Path then it should be scored under A2. If there are no Core Paths within the site, then mark this question as N/A.</p> <p>The main points to consider as to what a path should score are:</p> <ul style="list-style-type: none"> - Is the path surface in good condition (i.e. is it even, no potholes, no standing water/ drainage issue)? - Is the path level, of a gentle gradient or is it steep? - Are there any obstacles on the path which could make access difficult (i.e. gates, barriers, narrow widths, steps)? <p>It should also be considered whether the type of path is appropriate for the open space that it is in. For instance, in a busy, formal park you would expect the main paths within this space to be of high quality and a tarmac surface. However, in a less well used, or more informal or rural open space an informal, unbound/ gravel path, or even a grass path, is probably suitable for that location. Therefore, the score given should take this into account.</p> <p>Any specific issues that are spotted on the paths should be noted.</p>
A2	Fit for purpose other paths	<p>If there are no paths in the site, or none which haven't already been covered under A1, then mark this question as N/A. However, if there are no paths whatsoever and it is felt that the site should have path(s), then the site should score a 1.</p> <p>The main points to consider as to what a path should score are:</p> <ul style="list-style-type: none"> - Is the path surface in good condition (i.e. is it even, no potholes, no standing water/ drainage issue)? - Is the path level, of a gentle gradient or is it steep?

		<ul style="list-style-type: none"> - Are there any obstacles on the path which could make access difficult (i.e. gates, barriers, narrow widths, steps)? <p>It should also be considered whether the type of path is appropriate for the open space that it is in. For instance, in a busy, formal park you would expect the main paths within this space to be of high quality and a tarmac surface. However, in a less well used, or more informal or rural open space an informal, unbound/ gravel path, or even a grass path, is probably suitable for that location. Therefore, the score given should take this into account.</p> <p>Any specific issues that are spotted on the paths should be noted.</p>
A3	Equal access for all, including wheelchair accessible (no adverse gradients, barriers to access etc.)	<p>Consider how accessible, and useable, the site is for the less able bodied. Consider issues a wheelchair user may face. Think of issues such as steps, steep gradients, difficult surfaces/ conditions underfoot, trip hazards etc.</p> <p>Features such as dropped kerbs are useful both for wheelchair users and for pushchairs. Flat sections (resting platforms) within a steep gradient path allow users to rest if required. Handrails on steep sloping paths can also be beneficial. Consider these mitigating features when scoring the site.</p> <p>Those with visual and/ or hearing impairments should also be considered. Features such as tactile paving, braille signs etc. can be of benefit to such individuals.</p> <p>Also consider how accessible the site is for other user types than pedestrians alone e.g. cyclists and horse riders who also have the right to access most land and inland water, just like pedestrians, under the Land Reform (Scotland) Act 2003.</p>
A4	Connects with other transport modes e.g. public transport, cycle network/ cycle parking, car parking	<p>A site should score highly the closer/ easier to access transport modes are from the site. The more modes that can be easily accessed the higher the score should be. Base this simply on what you can easily spot from the site (i.e. bus stops, cycle paths etc.) as if these cannot be easily found from the site then they do not actually link up.</p>
A5	No barriers to access	<p>A site should score highly here if there appear to be no barriers to access. If the site is closed off and difficult to get to it should score lowly. Barriers which isolate a site and make it more difficult to access such as railway lines, roads, waterways, walls, fences etc. would be examples of this.</p>
A6	Entrances are well located and safe	<p>Things to consider here are:</p> <ul style="list-style-type: none"> - Are there any entrances? - Are entrances easy to find? - Do they bring you into a logical location within the site (i.e. a location where a path exists, not a cut-off part of the site)? - Is the entrance safe – i.e. any structures (such as gates) are in good condition, the entrance has good visibility and lighting etc? This is simply about the safety of the infrastructure itself,

		not the general perception of how safe you feel using the site, that is covered in C1.
A7	Effective signage/ interpretation appropriate for the site	<p>This covers both directional signage (waymarkers, fingerposts etc.) and interpretation panels. This includes both signage within the site as well as any signage out with the boundary of the site, but which directs people into the site or through it.</p> <p>This question is only applicable for some sites i.e. you would expect signage at major open spaces such as large public parks and along popular routes. However, you wouldn't necessarily expect or require signage at smaller, amenity sites. If you think signage is not required at the site, then mark this question as N/A.</p> <p>The surveyor should make a note if they think (extra) signage is required, regardless of how you have scored the site.</p>
A8	4G/ free Wifi access/ mobile reception	<p>Is there either 4G access available or access to a free to use Wifi service (such as 'Aberdeen-city-connect') or mobile reception?</p> <p>This is simply a Yes or No question as to score on a 1-5 basis would require going into strength/ speed of connection etc. This would be too complicated and too dependent on an individual surveyor's phone.</p>

Attractive and Appealing Places

P1	Welcoming entrances and attractive boundary features	<p>This question is only for formal entrances (i.e. clearly marked entrances such as gates etc., not simply anywhere you can enter a site), otherwise mark this question as N/A. This question does not cover access to the site/ whether there is an entrance or not, that is covered in A6. This question instead focusses on the quality (particularly aesthetically) of what entrances there are.</p> <p>The score here should be based on:</p> <ul style="list-style-type: none"> - How easy any entrances are to find, i.e. not hidden – signage can help to make an entrance obvious - If the entrance is attractive, it shouldn't put you off entering the site - Also look at site surroundings such as walls and fences. Do these enhance the look of the site or detract from it and discourage use of the site, for instance high industrial fencing tends to be unattractive and may make a site less appealing to enter <p>If there is an entrance opportunity/requirement this should be noted.</p>
P2	Low levels of litter	<p>A site should score highly here if there are low levels of litter. The more litter there is the lower it should score.</p> <p>Remember that cigarette butts are forms of litter.</p>
P3	Clean and free from dog fouling	<p>A site should score highly here if it is largely/ entirely free from dog fouling. The more dog fouling that is present the lower it should score.</p>

		<p>Note that you are not expected to survey every part of the site in detail for evidence of dog fouling.</p> <p>It should be considered where any dog fouling is. If it is on the paths and any areas of mown grass/ sports pitches which will be heavily used by the public this is an issue. If, however, any dog fouling is restricted to peripheral areas this is not such an issue.</p>
P4	Are there general waste bins/ dog waste/ mixed recycling	<p>The wider the provision of bins is the more a site should score. Remember that a formal park for instance should have good provision of bins, of all types. However, smaller, amenity or rural sites would not be expected to have as many, if any bins so take the type/ size/ popularity of the site into account before giving a score.</p> <p>In rural sites bins are normally not required and it is actually better not to have bins as this encourages people to take their rubbish home with them. If the site seems to fall into this category, then mark this question as N/A.</p> <p>Consider the quality of the bins when deciding on your score. If bins are in poor condition this can put off use. Also, people often don't like to have to physically lift lids on bins for hygiene reasons so would rather have open apertures to put rubbish through or have foot operated lids.</p> <p>If there are no bins and there is litter (and/ or dog fouling), this is an issue that can potentially be resolved by installing relevant bins. If there are bins but there is still littering (and/ or dog fouling), then this is more difficult and is likely a behaviour issue.</p> <p>If there is a clear need for bins (further bins) the surveyor should note this.</p>
P5	Public toilets	<p>This question will be Not Applicable (N/A) for the vast majority of sites as public toilets clearly cannot and should not be expected in all sites. Formal parks would generally be expected to have publicly available toilets and these sites therefore should be scored on a 1-5 basis.</p> <p>If this question is applicable to the site it should be scored based on if there are publicly available toilets within, or in close proximity to, the site and what condition these toilets generally appear to be in.</p> <p>If there are no toilets, and no toilets would be expected in the site then mark this question as N/A. If, however, there are no toilets and it is felt the site should have toilets then this would score a 1, and the need for toilets should be noted.</p>
P6	Well located furniture of good quality (benches/ picnic tables/ shelter)	<p>Benches/ picnic tables/ shelter are often common pieces of furniture to have in a site. These are not always required but are often of benefit to a site when they are in place. A more formal site (such as a public park) would be expected to have furniture of this type whereas a less formal or smaller space would be expected to require, and have, less furniture or even none. Scoring should be done with this in mind.</p>

		<p>If a site has no furniture, but it is felt none would be expected or required then mark this question as N/A.</p> <p>A site's score should be based on what furniture is there as well as:</p> <ul style="list-style-type: none"> - The quality of said furniture, i.e. how fit for purpose and well maintained it appears to be - Whether the furniture is well located within the site – i.e. a picnic bench on a steep slope is not much use, neither is a bench which is difficult to access. Also, does the seat take advantage of views, is it located in the sun? <p>Note any furniture which is required to improve the enjoyment of the site.</p>
P7	Does there appear to be lighting (e.g. of paths, sports areas etc.)	<p>As the surveys will be carried out during daylight hours the quality etc. of any lighting will not be able to be assessed. Therefore, this is simply a yes or no question asking whether there appears to be any lighting within the site i.e. lighting columns, lighting bollards, solar studs, floodlights etc.</p> <p>Rural sites generally do not need lighting, and in fact, lighting can have a negative impact on wildlife. Therefore, if you think that lighting wouldn't be needed at all in the site then mark this question as N/A rather than No.</p>
P8	Planting such as trees, woodland, shelter belt, shrubs, open grass, flower beds, natural vegetation	<p>Appropriate planting is one of the main attributes of a site which can make it attractive and appealing to the public. The variety of planting should be proportional to the size of and range of functions of a site. Planting functions include habitats for wildlife, or for colour during summer, for example. Often on larger sites, it is possible to achieve a variety of planting which performs a range of functions without it being confusing. Smaller sites with a wide variety of planting may have a fussy, overly complex and confused appearance. Therefore, consider the scale of the site and what it can accommodate, without it becoming overly confused and a mish mash of planting, before scoring it.</p> <p>Also consider the surrounding environment. For instance, in a heathland or woodland environment there may be less variety of planting, but this should still score well if it is felt this is appropriate for the site.</p>
P9	Appropriately managed vegetation (grass, trees, bushes, shrubs etc.)	<p>The type of site should be considered here before scoring it. Is it formal or informal, urban or rural? A formal, urban public park would be expected to have most of its vegetation well managed, unless there is an intentional wild area or natural habitat, or there are areas of grass intentionally left long under trees. However, less formal and most rural sites may be less intensively managed, or may appear to not be managed at all, and this is perfectly acceptable.</p> <p>The score here should be based on appropriateness of how the vegetation is managed within the specific site.</p>

		<p>It may be that you feel the site is overly managed, in which case you can give a lower score because of that.</p> <p>Please note any particular issues which you spot regarding management of the space, even if they haven't affected the score given. This can be issues of a site being under or over managed.</p>
P10	Pleasing views	<p>Does the site provide pleasing views either within the site itself or to features outwith the site? This could be of buildings, the wider green/ open space, rivers, open water, the wider landscape/ townscape etc. Is the site important in views from a gateway route into the city, such as from a major road, railway-line or core path?</p> <p>Try not to let your individual opinion affect this score. Try to think about what other people may appreciate in a view which you may not.</p>
P11	Provides intimate/ secluded space	<p>Does the site provide an intimate/ secluded space, this could be the site as a whole or simply be a part of the site?</p> <p>Open/ green spaces can sometimes be the only places to provide a calm place away from the busy city and this is an important function of open spaces. Therefore, factors such as how quiet this area is, how few manmade features (buildings, roads etc.) you can see should be considered when scoring. Basically, how peaceful or detached from busy areas does the area feel?</p>
P12	Strong, positive character/ identity	<p>Does the open space have a strong character/ clear identity to it? This means, is there a visual consistency throughout the site which helps to give the space a character of its own. Is there a clear style and intention in the design of the space? Does the site design relate well to the site's function (e.g. formal or informal) and its surroundings (built, historic, natural)? This can be achieved by the arrangement of built structures/ planting/ enclosure and use of materials (e.g. walls all of the same style/ scale appropriate to the location), also through planting (such as hedgerows/ trees) or absence of planting appropriate to the area. For example, coastal open spaces are exposed and wouldn't characteristically contain trees but may have important coastal grasslands. If the site does have a strong character/ identity to it then it should score highly.</p>
P13	Cultural features such as monuments, statues, artwork etc.	<p>This is a yes or no question (if there is no feature mark as N/A). As not all sites can be expected to have this it would be unfair to score it, however, if a site does have such a feature it can enhance the site and should therefore boost its score by marking as yes.</p> <p>If it is felt that the site could have a cultural feature, make a note of the fact that you feel a feature could be present here.</p> <p>Such features include: monuments, statues, memorials, fountains, artwork (including graffiti art) etc.</p>

Opportunities for Physical Activity

H1	Is there a sport pitch such as formal/ informal pitch, goalposts etc.	<p>This covers pitches/ courts/ goalposts/ bowling greens etc. which could be used for, football, rugby, basketball, tennis, bowls etc.</p> <p>SportAberdeen are carrying out their own playing pitch survey which will be used to ascertain the quality of pitches etc. Therefore, this is simply a yes or no question.</p>
H2	Is there an equipped play area	<p>This refers to play areas for young children, older children and adults. Score this based on the amount and variety of equipment that is available. Also consider the apparent quality and maintenance of the equipment when scoring.</p> <p>Examples of play equipment you may expect to see are: swings, roundabout, see-saw, slide, climbing bars/ rope/ nets, springing seats etc.</p> <p>Make a note of any serious issues you may spot with any equipped play area. However, play areas are also separately assessed by the Environmental Services team under their Play Area Review which considers safety of equipment etc.</p>
H3	Provide for a diverse range of play, sport, outdoor activities and recreational opportunities for a range of ages	<p>Remember that goal posts, basketball hoops etc. are not the only way to provide for physical activity. A grassed area can allow for many activities (e.g. yoga, frisbee etc.), trees can provide opportunities for children to play in, paths can potentially allow for walking, jogging, cycling, equestrian use etc., and streams/ rivers can allow for water-based recreation (kayaking).</p> <p>Try to think about what range of opportunities may be available here, not just what you yourself would be interested in.</p> <p>This is site dependent and should be scored accordingly. It would generally be expected that less formal sites would provide less of a range, however that is not to say that various activities may not be catered for. More formal sites, such as parks, would be expected to have more opportunities available.</p> <p>Different age groups require different things to allow them to engage in physical activity in a space. For instance, for a space to be useable by the elderly, even just for walking, the provision of benches to rest at could be important. For younger users, actual play equipment is often desirable.</p>

Community Value

C1	Good sense of personal security	<p>How safe do you feel safe in the space? Do you feel comfortable being in the site or do you feel that you shouldn't be there? Is there an easy escape route, are exit locations clear? Are there any narrow areas between buildings, walls or vegetation, or underpasses where you could feel trapped? Think about how users might feel vulnerable and</p>
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		<p>how the space might feel at different times of day or the year – use this to reach a balanced score for the site.</p> <p>This question excludes natural surveillance, that is scored in C3.</p>
C2	Absence of any signs of anti-social behaviour e.g. vandalism	<p>A site should score highly here where there are little or no signs of anti-social behaviour. If there are signs of anti-social behaviour the site should score lower dependant on how common and severe these issues are.</p> <p>Examples of anti-social behaviour would be: vandalism, negative graffiti, litter, fly tipping etc.</p> <p>Any forms of anti-social behaviour which are found should be noted as they may require to be reported.</p>
C3	Good levels of natural surveillance	<p>Natural surveillance is where crime is deterred in a space because the site is easily visible to the public, especially from outwith the site.</p> <p>A site should score highly if there is good visibility into the site from areas where other members of the public are likely to be i.e. a road, housing, other public place etc. A site should also score well where lots of people are using the site itself as these fellow users provide the natural surveillance. The less visible the site is, and by less people, the lower it should therefore score.</p> <p>This is considering the site in general, i.e. a corner of a site may have poor natural surveillance, but this shouldn't overly affect the score if the majority of the site is easily visible.</p>
C4	Close proximity to community facilities e.g. shops	<p>This is simply asking how close the site is to facilities which the public are likely to be using. These will likely make the site busier and may mean that the site forms part of an important network/ hub of local, publicly used spaces and facilities which are important to communities.</p> <p>Community facilities include places such as: schools, community centres, shops, health centres etc.</p>
C5	Presence of food-growing activities e.g. allotments, raised beds etc.	<p>This is a yes or no question, mark as yes if food-growing is present on the site, no if it is not.</p> <p>Food-growing could be taking place in the following ways: allotments, orchards, community gardens, in borders, large containers, against walls or in raised beds for example. Look for clues such as wooden edges to raised beds, lines of vegetables, containers or borders which contain herbs, fruits and vegetable plants.</p> <p>Make any relevant notes about what food-growing is available on the site.</p>
C6	Would this site be good for growing food in the future	<p>If it is already a food-growing site could it be expanded or enhanced?</p> <p>This is a yes or no question. Mark as yes if this site would be good for food-growing (or for expanding food-growing) in the future, no if it wouldn't. Please consider if the site is accessible and could have the physical attributes needed for food growing when answering this; for</p>

	<p>example, does it receive good sunlight and is it sheltered from the wind? Make any relevant notes about why this could be a good food-growing site in the future.</p> <p>Please note this question is being asked to gather information for separate work relating to food-growing and will not be included in the overall scoring for the site.</p>
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Biodiversity

B1	Does the space connect to the wider habitat/ other green spaces	<p>If this open/ green space is totally isolated from any other open/ green space or any green corridors then it should score low. If the space is well connected either directly to other open/ green spaces or well connected to green corridors then it should score highly.</p> <p>If green spaces are connected, via green corridors, this provides a means for wildlife to move from place to place. It can also provide a more attractive visual link. When green spaces are isolated wildlife are restricted and this can limit biodiversity of an area. Examples of green corridors would be railway embankments, watercourses, grass verges, tree rows, shelterbelts, hedgerows etc., even street trees can provide some habitat connectivity.</p> <p>The larger and more diverse the connections the higher a site should score, i.e. a continuous thick hedgerow would score more than separate street trees.</p> <p>The aerial photograph/ map of the site should help you to identify if there are any green corridors and/ or other open/ green spaces that this space connects with.</p>
B2	NESBReC Biodiversity Score – double weighted	NESBReC (North East Scotland Biological Records Centre) will be surveying the sites to provide this biodiversity score, the surveyor does not need to complete this score therefore. It is double weighted to ensure the NESBReC score provides the bulk of the score for this category and will be added later.

Ecosystems Services

What are Ecosystem Services?

The natural environment provides a wide range of benefits to people. The term ecosystem services is defined as the benefits human populations derive, directly or indirectly, from ecosystem functions (Costanza et al 1997).

OR

The multiple benefits people derive from ecosystems are known as ecosystem services.

Ecosystem Function

Ecosystem function is an intermediate between process and service. For example, if a tree intercepts air or water borne pollutants it is an ecosystem function. If that function improves local air and water quality, then the air and water quality improvement is the Ecosystem Service. Similarly, the role of woodlands in slowing down the passage of water is a function which has the potential of delivering a service (water flow regulation which reduces flood risk).

Scoring

In this audit we are looking to identify what benefit a site is providing to the following Ecosystem Services: air purification, carbon storage and sequestration, run-off reduction, temperature regulation, noise reduction and benefit to pollinators. Other than benefit to pollinators which has its own criteria the rest shall be determined by ascertaining what the site is physically covered with. A desk-based study using these figures will then determine the Ecosystem Services score a site shall receive. Therefore, you should approximate the percentage site coverage of the following (**please also note what percentage coverage you thought there was for each criterion**, it is accepted this won't be exactly accurate):

		Approximate percentage site coverage	Score
E1	% Tree cover	75-100% of the site	5
		50-74% of the site	4
		25-49% of the site	3
		10-24% of the site	2
		0-9% of the site	1
E2	% Shrub cover	75-100% of the site	5
		50-74% of the site	4
		25-49% of the site	3
		10-24% of the site	2
		0-9% of the site	1
E3	% Grass cover	75-100% of the site	5
		50-74% of the site	4
		25-49% of the site	3
		10-24% of the site	2
		0-9% of the site	1

E4	% Open water cover	75-100% of the site	5
		50-74% of the site	4
		25-49% of the site	3
		10-24% of the site	2
		0-9% of the site	1
E5	% Impervious surface cover	0-9% of the site	5
	An impervious surface is something which water cannot freely drain through and will instead run-off to other areas. Examples are tarmac, concrete, buildings etc.). As this is a negative in terms of ecosystems services the percentages are flipped over so low coverage scores best.	10-24% of the site	4
		25-49% of the site	3
		50-74% of the site	2
		75-100% of the site	1

E6	Benefit to pollinators	If 75-100% of the site is covered by woodland, trees, long grass and flowers (excepting rhododendrons and azaleas)	5
	Many plants and flowers can benefit pollinators, therefore the percentage of the site covered by habitat for pollinators is used to score this question. Rhododendrons and azaleas are generally accepted as not being good for pollinators, bees in particular, therefore please discount these from the percentage cover which you are scoring from.	If 50-74% of the site is covered by woodland, trees, long grass and flowers (excepting rhododendrons and azaleas)	4
		If 25-49% of the site is covered by woodland, trees, long grass and flowers (excepting rhododendrons and azaleas)	3
		If 10-24% of the site is covered by woodland, trees, long grass and flowers (excepting rhododendrons and azaleas)	2
		If 0-9% of the site is covered by woodland, trees, long grass and flowers (excepting rhododendrons and azaleas)	1

Final Section

6	Site Description	This should be a general, fairly high-level description of the site, highlighting any key features and uses of the site which stand out.
7	Problems	This is for any obvious issues which it appears are negatively affecting the space. For example: signs of anti-social behaviour, vandalism, litter, lack of access, locked gates, poor drainage etc.
8	Suggested Improvements	In your opinion what improvements could be made to the site based on your findings whilst carrying out this survey. Key things to note here may be if the site has a clear opportunity for improvements/ additions to be made in terms of: <ul style="list-style-type: none"> - Biodiversity – e.g. trees, woodland, water; better connection to habitats to reduce fragmentation - SUDs – e.g. de-culverting, de-canalising, low or wet areas suitable for water retention - Design improvements - Access/ recreation (informal) - Access/ activities (formal) - Play spaces - Sport pitches - Any other
9	Frequency of Use	Whilst you have been on site, has the usage of the site by the public been: <ul style="list-style-type: none"> - High (H) - Medium (M) - Low (L) Consider the type of space and how busy you would expect it to be (i.e. you would expect a public park to be busier than a rural site). Note any obvious reasons which may have increased or decreased this compared to the norm whilst you were there, i.e. weather conditions, time of day, special event being held etc.
10	Priority for Action	In your opinion, from viewing the site, is improvement to this space of High (H), Medium (M), or Low (L) priority.
11	Further Comments	Note any further comments you may have from surveying the site that have not been noted elsewhere in the questionnaire.

APPENDIX G – OPEN SPACE AUDIT SURVEYOR SHEET

1	Name of Surveyor(s)			
2	Date & Time of Survey			
3	Weather Conditions			
4	Site ID & Site Name			
5	Primary Land Use			
ASSESSMENT CRITERIA		SURVEYOR'S ASSESSMENT		
ACCESSIBLE AND WELL CONNECTED		Score		Comment
A1	Fit for purpose core paths	N/A 1 2 3 4 5		
A2	Fit for purpose other paths	N/A 1 2 3 4 5		
A3	Equal access for all, including wheelchair accessible (no adverse gradients, barriers to access etc)	N/A 1 2 3 4 5		
A4	Connects with other transport modes e.g. public transport, cycle network / cycle parking, car parking	N/A 1 2 3 4 5		
A5	No barriers to access	N/A 1 2 3 4 5		
A6	Entrances are well located and safe	N/A 1 2 3 4 5		
A7	Effective signage / interpretation appropriate for the site	N/A 1 2 3 4 5		
A8	4G / free WiFi access / mobile reception	N/A Y / N		
ACCESS SCORE (1 = low, 5 = high)		1 2 3 4 5		
ATTRACTIVE AND APPEALING PLACES		Score		Comment
P1	Welcoming entrances and attractive boundary features	N/A 1 2 3 4 5		
P2	Low levels of litter	N/A 1 2 3 4 5		
P3	Clean and free from dog fouling	N/A 1 2 3 4 5		
P4	Are there general waste bins / dog waste / mixed recycling	N/A 1 2 3 4 5		

P5	Public toilets	N/A 1 2 3 4 5		
P6	Well located furniture of good quality (benches / picnic tables / shelter)	N/A 1 2 3 4 5		
P7	Does there appear to be lighting (e.g. of paths, sports areas etc.)	N/A Y / N		
P8	Planting such as trees, woodland, shelter belt, shrubs, open grass, flower beds, natural vegetation	N/A 1 2 3 4 5		
P9	Appropriately managed vegetation (grass, trees, bushes, shrubs etc.)	N/A 1 2 3 4 5		
P10	Pleasing views	N/A 1 2 3 4 5		
P11	Provides intimate / secluded space	N/A 1 2 3 4 5		
P12	Strong, positive character / identity	N/A 1 2 3 4 5		
P13	Cultural features such as monuments, statues, artwork etc	N/A Y / N		
	PLACE SCORE (1 = low, 5 = high)	1 2 3 4 5		
	OPPORTUNITIES FOR PHYSICAL ACTIVITY	Score		Comment
H1	Is there a sports pitch such as formal / informal pitch, goalposts etc.	N/A Y / N		
H2	Is there an equipped play area	N/A 1 2 3 4 5		
H3	Provide for a diverse range of play, sport, outdoor activities and recreational opportunities for a range of ages	N/A 1 2 3 4 5		
	HEALTH SCORE (1 = low, 5 = high)	1 2 3 4 5		
	COMMUNITY VALUE	Score		Comment
C1	Good sense of personal security	N/A 1 2 3 4 5		
C2	Absence of any signs of anti-social behaviour e.g. vandalism	N/A 1 2 3 4 5		
C3	Good levels of natural surveillance	N/A 1 2 3 4 5		
C4	Close proximity to community facilities e.g. shops	N/A 1 2 3 4 5		
C5	Presence of food-growing activities e.g. allotments, raised beds etc.	N/A Y / N		

C6	Would this site be good for growing food in the future - Y/N, not scored	Y / N		
	COMMUNITY SCORE (1 = low, 5 = high)	1 2 3 4 5		
	BIODIVERSITY	Score		Comment
B1	Does the space connect to the wider habitat / other green spaces	N/A 1 2 3 4 5		
B2	NESBReC Biodiversity Score - double weighted	N/A 1 2 3 4 5		
	BIODIVERSITY SCORE (1 = low, 5 = high)	1 2 3 4 5		
	ECOSYSTEMS SERVICES Approx. %	Score		Comment
E1	% Tree cover %	N/A 1 2 3 4 5		
E2	% Shrub cover %	N/A 1 2 3 4 5		
E3	% Grass cover %	N/A 1 2 3 4 5		
E4	% Open water cover %	N/A 1 2 3 4 5		
E5	% Impervious surface cover %	N/A 1 2 3 4 5		
E6	Benefit to pollinators %	N/A 1 2 3 4 5		
	ECOSYSTEMS SERVICES SCORE (1 = low, 5 = high)	1 2 3 4 5		
	Total Score for the Site - out of 25: (Note Ecosystem Services was experimental data and not included in overall site scoring)			
6	Site Description:			
7	Problems:			
8	Suggested Improvements:			

9	Frequency of Use	H M L
10	Priority for Action	H M L
11	Further Comments	



Climate & Environment Policy Service

For more information please email
ecocity@aberdeencity.gov.uk

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Aberdeen Open Space Audit: 2024 Public Survey Report



CONTENTS

Aberdeen Open Space Survey	1
What is Open Space?	1
Survey Overview	1
Key Survey Findings	3
Survey Results	7
Resident status	7
1: Do you live, work or visit Aberdeen?	7
Use of Open Space	8
2: Why do you use, visit or enjoy the city’s open spaces? Please identify your top three reasons you use, visit or enjoy open spaces:	8
Frequency of use	9
3: How often on average do you use or visit any of Aberdeen’s greenspace areas or open spaces?	9
4: Did you visit the city’s green or open spaces more often during than before the Coronavirus pandemic?	10
5: Do you visit the city’s green or open spaces more often now than before the Coronavirus pandemic began?	11
Length of stay	12
6: On average how long do you stay in greenspace or open spaces when you visit?	12
7: When you visit green or open spaces now do you stay for longer than before the Coronavirus pandemic began?	13
Value of Open Space	14
8: How important was your local green or open space to you during lockdown restrictions in terms of health and wellbeing?	14
9: What benefits did you gain from access to your local green or open space during Coronavirus restrictions?	15
Open Space travel	17
10: On average how long do you spend travelling on an outward journey to use, visit or enjoy open spaces in the city?	17
11: Please specify your usual mode of travel such as walking, cycling, motorised vehicle or public transport. Tick more than one box if more than one mode is used.	18
12: Has the average time you would spend travelling on an outward journey to use, visit or enjoy open spaces in the city changed compared to before the Coronavirus pandemic began?	19

13: Since the Coronavirus pandemic have you changed which green or open spaces you visit at all and if so why	20
Open Space Satisfaction	21
14: How satisfied are you with the quality of the different types of Aberdeen's greenspace areas or open spaces?	21
15: How satisfied are you with the overall quality of Aberdeen's greenspace and open spaces generally? - Overall satisfaction	34
Improving Open Space	35
16: What, if anything, would encourage you to use or visit Aberdeen City's greenspace or open spaces more often?	35
Most visited Open Spaces	38
17: Which greenspace area or open space in Aberdeen City do you visit most? (Please specify up to two places e.g. name of a park or woodland or the street name where the green/open space is located.)	38
Food Growing Opportunities	39
18: Would you like to see more food-growing opportunities within green and open spaces across Aberdeen?	39
Managing Spaces for Nature	40
19: Would you like to see more green spaces managed in a more natural way for the benefit of wildlife and nature? - Tell us if you agree or disagree	40
General Open Space Comments	41
20: If you have any further general comments you wish to make about Aberdeen's green and open spaces please use the space below:	41
Volunteering in Open Spaces	42
21: If given the opportunity would you be interested in volunteering in green and open space areas?	42
Local Open Spaces	43
22: Are you aware of any greenspace or open spaces in your local area?	43
23: Which of the following best describes the greenspace area or open space in your local area?	44
Local Open Space Satisfaction	45
24: How satisfied are you with the quality of your local greenspaces or open spaces nearest to you?	45
25: What, if anything, would encourage you to use or visit your local greenspace areas or open spaces more often?	57
Equalities Monitoring	59
26: What is your sex?	59
27: What is your age group?	60

28: Do you have a medical condition or disabilities which may affect your choice or use of greenspace or open spaces areas?	62
29: What is your ethnic group?	63
30: What is your post code?	65

WHAT IS OPEN SPACE?

Open and green blue spaces are critical for our quality of life. Aberdeen has a variety of green blue and open spaces that benefit both people and nature. These include open areas of land in and around communities, and include parks, gardens, playing fields, woodlands, play areas, allotments and civic spaces as well as water features such as ponds, burns and rivers.

Open spaces provide multiple health, well-being, economic, and environmental benefits. Open space gives the people of Aberdeen opportunities to connect with nature and each other, tackle the global climate-nature crisis, promote nature recovery, and make positive environmental changes.

Aberdeen's open and green blue spaces are managed by Aberdeen City Council, partners, community groups, volunteers, businesses and other organisations.

The [Planning \(Scotland\) Act 2019](#) broadly defines open space as space within and on the edge of settlements comprising green space or civic areas. Parks, public gardens, allotments, woodlands, play areas, playing fields, green blue corridors, paths, churchyards and cemeteries, natural areas, and institutional land as well as civic spaces are all forms of open space.

- **Open space** means space within and on the edge of settlements comprising green infrastructure or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function.
- **Green networks** are connected areas of green infrastructure and open space.
- **Green infrastructure** are features of the natural and built environments that provide a range of ecosystem services (social, economic & environmental benefits).

Green infrastructure can include greenspaces like parks, woodlands and open space, but also includes street trees, green/living roofs, and blue infrastructure such as water courses, wetlands and sustainable drainage systems (SuDS).

SURVEY OVERVIEW

The [Planning \(Scotland\) Act 2019](#) requires planning authorities to carry out an audit of open space provision and to prepare and publish an Open Space Strategy as well as assess the opportunities for play in their area. The audit process should also identify community views on the value of open spaces.

This report presents the findings from the Aberdeen Open Space Survey which sought to collect the views of residents and visitors on how they use and perceive Aberdeen's open and green / blue spaces. The survey results will be analysed alongside audit data to inform a future revision of the [Natural Environment Strategy](#).

The results are available for anyone to use to inform the shaping of policy action, including future revisions of the Council's Climate Plan and allied initiatives, along with the citywide [Net Zero Aberdeen](#) place based strategies such as the [Natural Environment Strategy](#) and other initiatives. The findings can be used by professionals across a range of fields, community organisations and city partners to aid in their own approaches to open space.

Different methods were used to engage and consult with the community to find out how they value open spaces. This engagement focused on two areas: the first part was a citywide Aberdeen Open Space Survey, the second part was a spatial Geographical Information System (GIS) map-based survey where residents could use an interactive map to say more about what they enjoyed or what could be better about specific spaces. Residents were also asked to help identify spaces that could potentially be managed for wildlife or used for food growing in the future.

Residents and visitors to the city were invited to take part in the online survey which between 7-10 minutes to complete and was delivered via [Citizen Space](#), a digital engagement platform widely used for policy consultation and resident surveys.

Due to COVID-19 pandemic restrictions being in place during the survey period the majority of engagement and promotion was carried out online via social media, through the use of QR codes, press releases, through Community Planning Aberdeen and partners, Community Councils and various community and Friends of Parks groups.

Paper copies were also made available for completion in person in the Marischal College Customer Service Centre and in public libraries.

The survey was open from 08/02/2022 to 20/03/2022 with a total of 580 responses to the citywide survey and 783 responses to the spatial survey. Analysis of the spatial GIS map-based survey is ongoing.

Part 2: Site Specific Open Space Survey.'" data-bbox="398 326 829 701"/>

Aberdeen Open Space Survey

Overview

Aberdeen City Council is conducting a city-wide survey on the use and perceptions of Aberdeen's Green and Open Spaces. The data collected will be used to provide an evidence base for our open space audit and to inform Aberdeen's Open Space Strategy as well as assisting with future policy, planning, and management of Open Spaces.

The survey is in two parts. The first part is about your general views of Aberdeen's green and open spaces. The second part is an opportunity for you to tell us more about specific spaces which are important to you where you live. This information will be used to add community value to the open space audit.

You can choose to complete the city-wide survey first or go straight to completing surveys of specific spaces where you live by following the link to [Part 2: Site Specific Open Space Survey](#).

KEY SURVEY FINDINGS

A total of 580 responses to the citywide survey were received.

CITYWIDE OPEN SPACE SATISFACTION

79% of respondents reported being satisfied, fairly satisfied or very satisfied with the overall quality of Aberdeen’s greenspace and open space areas however some open space types had a lower satisfaction rating than others.

Allotments and community food growing spaces, walking and cycling routes and amenity spaces had the lowest citywide satisfaction rates reported by respondents:

- Allotments and community food growing spaces: 65%
- Walking/cycling routes: 64%
- Amenity spaces: 64%

Parks, woodlands and natural or semi-natural areas had the highest citywide satisfaction rates reported by respondents:

- Parks: 86%
- Woodlands: 82%
- Natural or semi-natural areas: 82%

75% of respondents were satisfied, fairly satisfied or very satisfied with children’s play areas.

LOCAL OPEN SPACE SATISFACTION

When respondents were asked about local spaces approximately 400 meters (or a 5-minute walk) from their home satisfaction was broadly similar to citywide satisfaction with open space areas.

Allotments and community food growing spaces, walking and cycling routes and amenity spaces had the lowest satisfaction rates and parks, woodlands, and natural or semi natural areas had the highest satisfaction rates.

VALUE OF OPEN SPACE

Respondents were asked the top three reasons why they use, visit or enjoy the city’s open spaces. The most common reasons given were:

1. Physical exercise or health reasons (e.g. walking or jogging etc.)	75%
2. To be in nature	71%
3. To meet friends or family or to socialise	53%
4. To get out of the house or office (e.g. for a break)	47%
5. For mental health reasons	31%

95% of respondents said local greenspace and open space areas were important or extremely important during Covid-19 pandemic restrictions and that they helped relieve stress, improve physical and mental wellbeing, and helped them to appreciate nature.

IMPROVING OPEN SPACE

When asked what would encourage respondents to use or visit Aberdeen’s greenspace or open spaces more often the most common reasons given were:

1. If they had better facilities (e.g. benches or toilets)	49%
2. If they were better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.)	45%
3. If there were more adequate paths for walking or cycling	36%
4. If they had less or no dog fouling	30%
5. If they were better connected to other spaces	25%
6. If they had less or no litter	25%
7. If there was better information about them (e.g. information panels or signage)	20%
8. If they had better lighting	19%

When asked what would encourage respondents to use or visit local greenspace or open spaces more often the most common reasons given were:

1. If it had better facilities (e.g. benches or toilets)	40%
2. If it was better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.)	36%
3. If there was less or no dog fouling	28%
4. If it had adequate paths for walking or cycling	25%
5. If there was less or no litter	24%
6. If it had more bins	18%
7. If it was better connected to other spaces	17%
8. If they had better lighting	15%

MANAGING SPACES FOR NATURE

- 82% of respondents agreed or strongly agreed that they would like to see more greenspaces managed in a more natural way for the benefit of wildlife and nature.
- 49% of respondents said they would be encouraged to visit spaces more often if they were managed for wildlife and nature.

FOOD GROWING

- 54% of respondents agreed or strongly agreed that they would like to see more food-growing opportunities within green and open spaces across Aberdeen.
- 65% of respondents reported being satisfied with the quality of allotments and community food growing spaces.

This is the third lowest satisfaction rate of all the open space types and could be attributed to the current high demand and long waiting lists for allotments.

OPEN SPACE USE

- On average 41% of respondents visited greenspace and open space areas several times a week, 19% visited once a day and 15% visited once a week.
- 59% of people stayed on average for 1-2 hours, 26% for less than one hour and 15% for more than 2 hours.

OPEN SPACE TRAVEL

- 76% of respondents walked and 51% used a motorized vehicle to travel to open spaces. 13% cycled and 11% used public transport.
- On average 31% of respondents spent 11-20 minutes travelling to spaces, 30% spent 6-10 minutes travelling and 23% spent 5 minutes or less.

EQUALITY & ACCESSIBILITY

Respondents were asked about any needs around open spaces in relation to disability, medical condition or age. Some respondents expressed need for better lighting, security and toilet facilities in greenspaces, particularly at night.

The issue of accessibility for people with disabilities or mobility problems was expressed, with the need for more hard surfaced paths and better maintained surfaces, suitable for wheelchair users, to improve accessibility highlighted. A need for more seating for rest including wheelchair accessible benches and handrails was also expressed.

The desire for access to exercise equipment and outdoor adult gym equipment and a variety of exercise equipment was also expressed.

VOLUNTEERING

66% of respondents if given the opportunity would be interested in volunteering in green and open spaces.

GENERAL OPEN SPACE COMMENTS

COMMON THEMES AND SUGGESTIONS: Some of the common themes and suggestions that emerged from general comments were: reducing the use of chemicals and petrol equipment used for maintaining open spaces, preserving and enhancing the biodiversity and natural beauty of spaces, providing more facilities such as toilets, bins, cafes, play areas, and cycle routes, improved maintenance and listening to local community's opinions and needs.

POSITIVE FEEDBACK ON GREENSPACES: A number of comments from respondents expressed views on what was liked and appreciated about green and open spaces in Aberdeen. Some of the aspects that were praised were the beach and riverside areas, the biodiversity and natural beauty of spaces, and Aberdeen's parks and gardens.

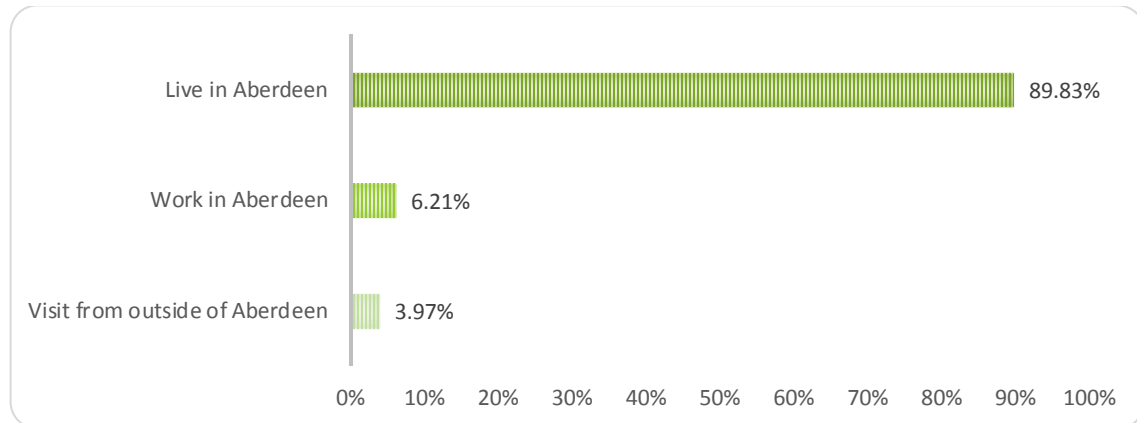
PROTECTING OPEN SPACES FROM DEVELOPMENT: A number of responses expressed a desire for open spaces to be protected from development. A number of concerns were also raised around the potential development of areas of St Fittick's Park, which respondents felt was a vital green space and wetland area for the residents of Torry and the wildlife that inhabits it.

SURVEY RESULTS

RESIDENT STATUS

1: DO YOU LIVE, WORK OR VISIT ABERDEEN?

There were 580 responses to this part of the question.

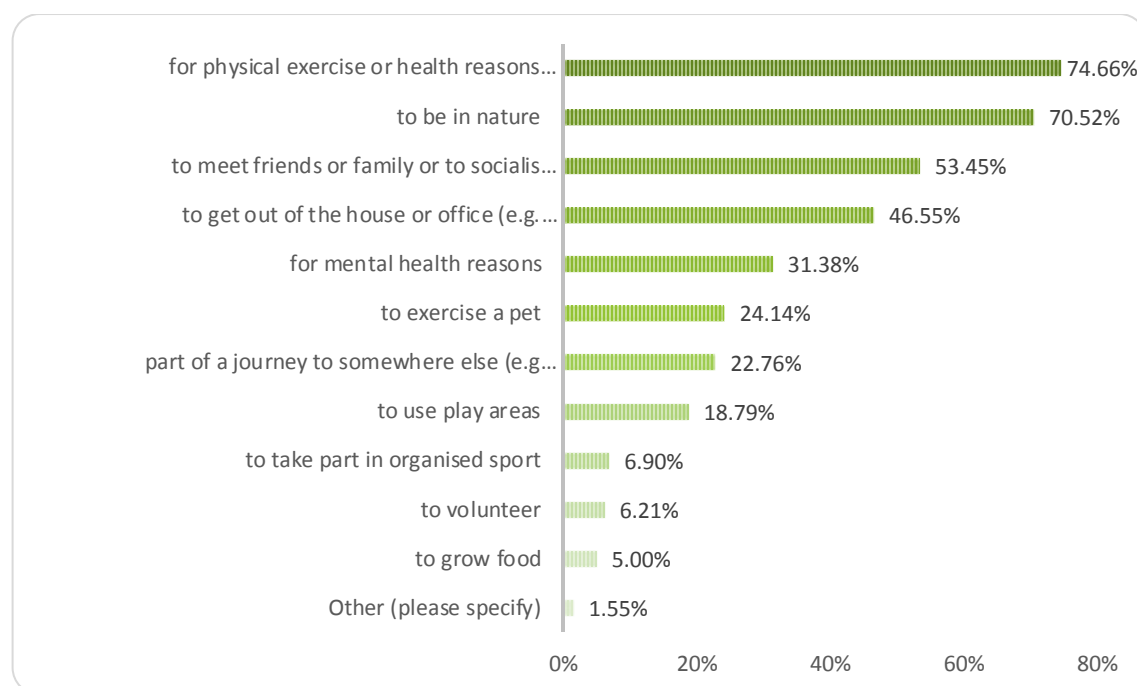


SUMMARY OF RESPONSES	TOTAL	PERCENT
Live in Aberdeen	521	89.83%
Work in Aberdeen	36	6.21%
Visit from outside of Aberdeen	23	3.97%

USE OF OPEN SPACE

2: WHY DO YOU USE, VISIT OR ENJOY THE CITY'S OPEN SPACES? PLEASE IDENTIFY YOUR TOP THREE REASONS YOU USE, VISIT OR ENJOY OPEN SPACES:

There were 580 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
for physical exercise or health reasons (e.g. walking or jogging etc.)	433	74.66%
to be in nature	409	70.52%
to meet friends or family or to socialise	310	53.45%
to get out of the house or office (e.g. for a break)	270	46.55%
for mental health reasons	182	31.38%
to exercise a pet	140	24.14%
part of a journey to somewhere else (e.g. walking or cycling)	132	22.76%
to use play areas	109	18.79%
to take part in organised sport	40	6.90%
to volunteer	36	6.21%
to grow food	29	5.00%
Other (please specify)*	9	1.55%

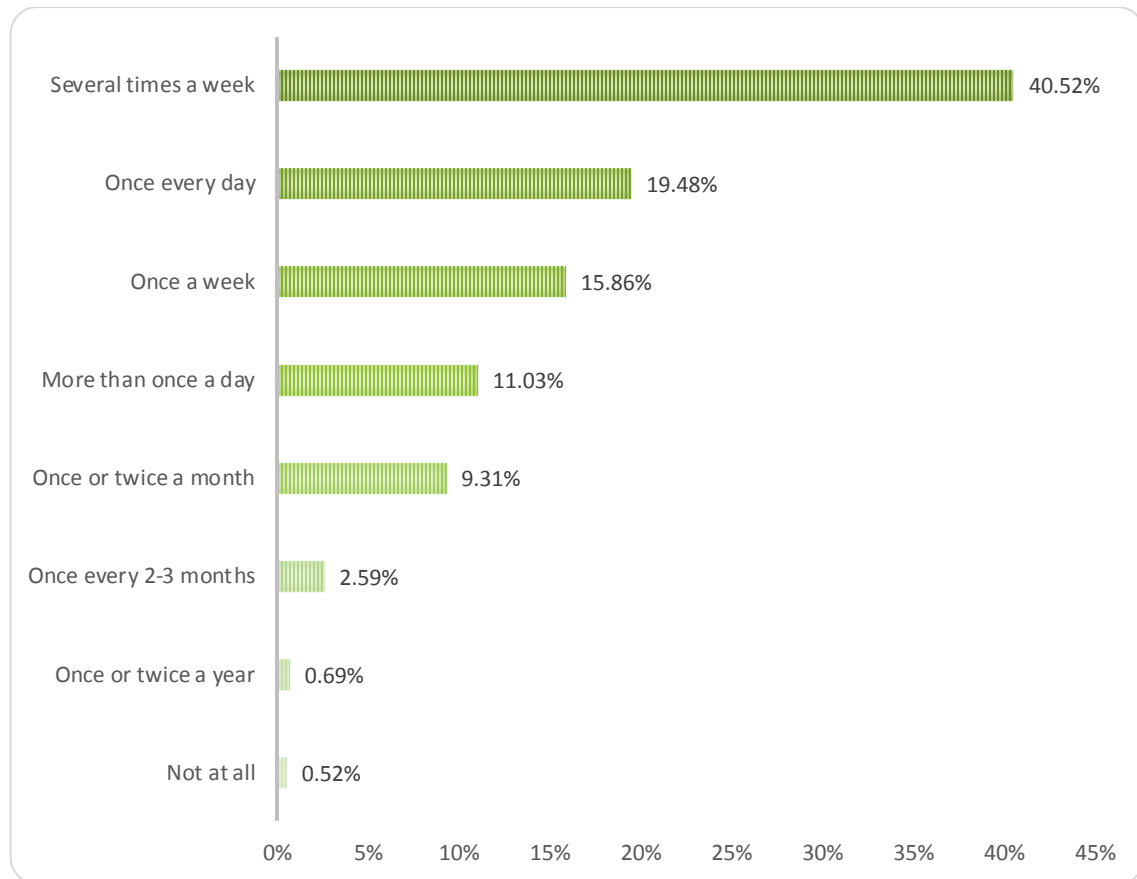
OTHER SUGGESTIONS: The most common other reasons people used, visited or enjoyed the city's open spaces were birdwatching (3), for school (3), for work (2) or relaxation (2)

*Note some respondents selected other but didn't specify an associated other response.

FREQUENCY OF USE

3: HOW OFTEN ON AVERAGE DO YOU USE OR VISIT ANY OF ABERDEEN'S GREENSPACE AREAS OR OPEN SPACES?

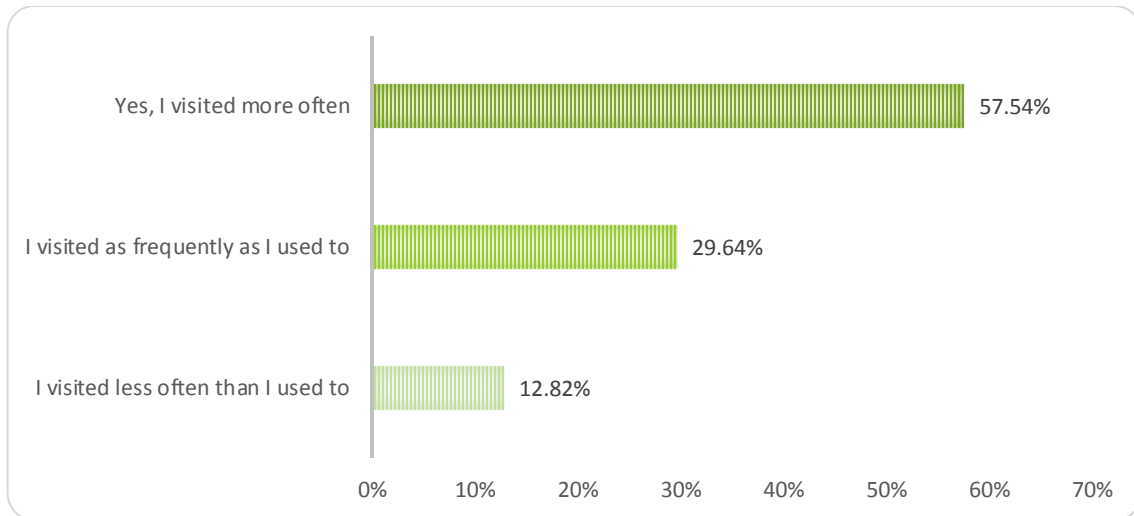
There were 580 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Several times a week	235	40.52%
Once every day	113	19.48%
Once a week	92	15.86%
More than once a day	64	11.03%
Once or twice a month	54	9.31%
Once every 2-3 months	15	2.59%
Once or twice a year	4	0.69%
Not at all	3	0.52%

4: DID YOU VISIT THE CITY’S GREEN OR OPEN SPACES MORE OFTEN DURING THAN BEFORE THE CORONAVIRUS PANDEMIC?

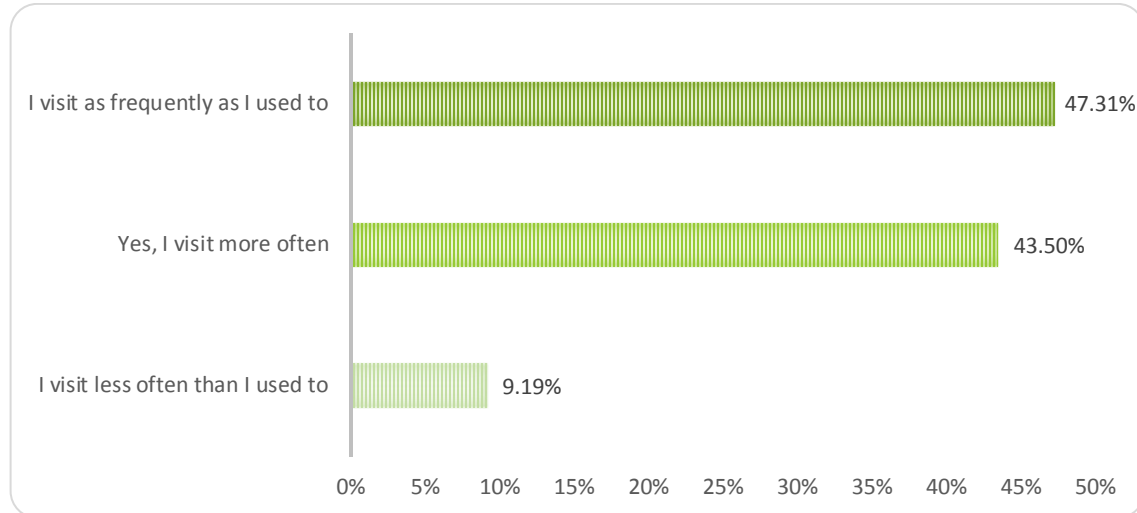
There were 577 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Yes, I visited more often	332	57.54%
I visited as frequently as I used to	171	29.64%
I visited less often than I used to	74	12.82%

5: DO YOU VISIT THE CITY’S GREEN OR OPEN SPACES MORE OFTEN NOW THAN BEFORE THE CORONAVIRUS PANDEMIC BEGAN?

There were 577 responses to this part of the question.

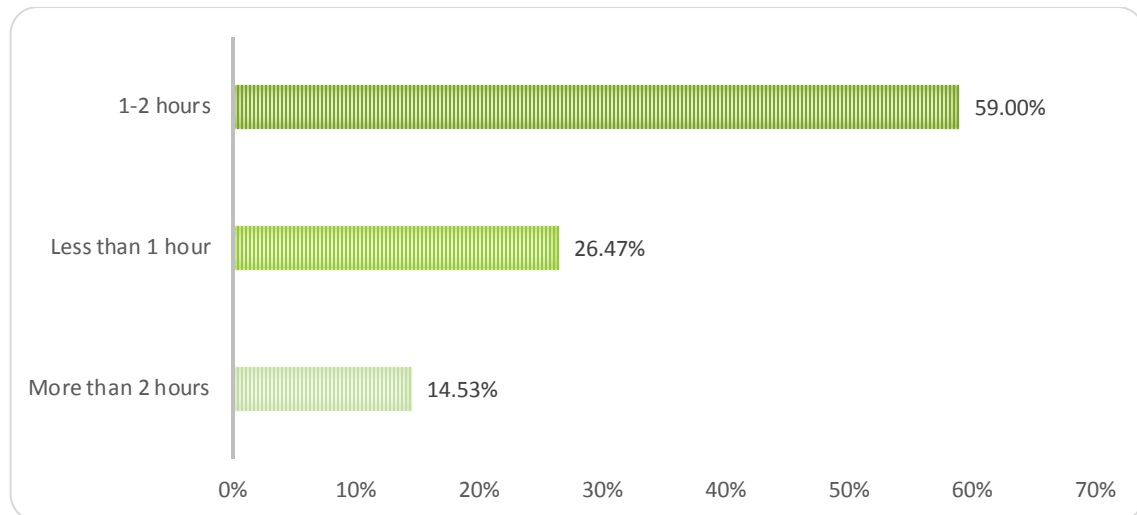


SUMMARY OF RESPONSES	TOTAL	PERCENT
I visit as frequently as I used to	273	47.31%
Yes, I visit more often	251	43.50%
I visit less often than I used to	53	9.19%

LENGTH OF STAY

6: ON AVERAGE HOW LONG DO YOU STAY IN GREENSPACE OR OPEN SPACES WHEN YOU VISIT?

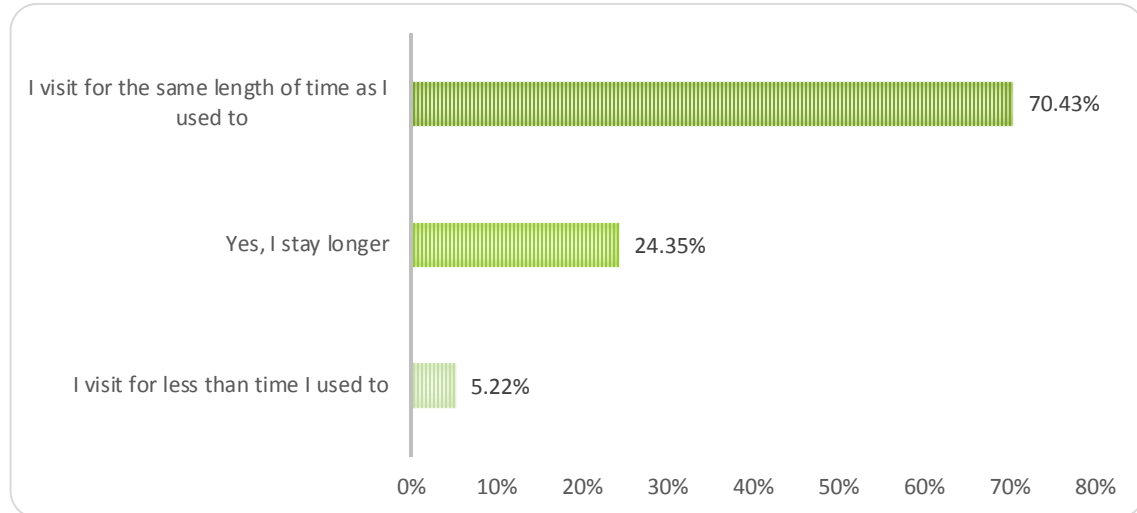
There were 578 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
1-2 hours	341	59.00%
Less than 1 hour	153	26.47%
More than 2 hours	84	14.53%

7: WHEN YOU VISIT GREEN OR OPEN SPACES NOW DO YOU STAY FOR LONGER THAN BEFORE THE CORONAVIRUS PANDEMIC BEGAN?

There were 575 responses to this part of the question.

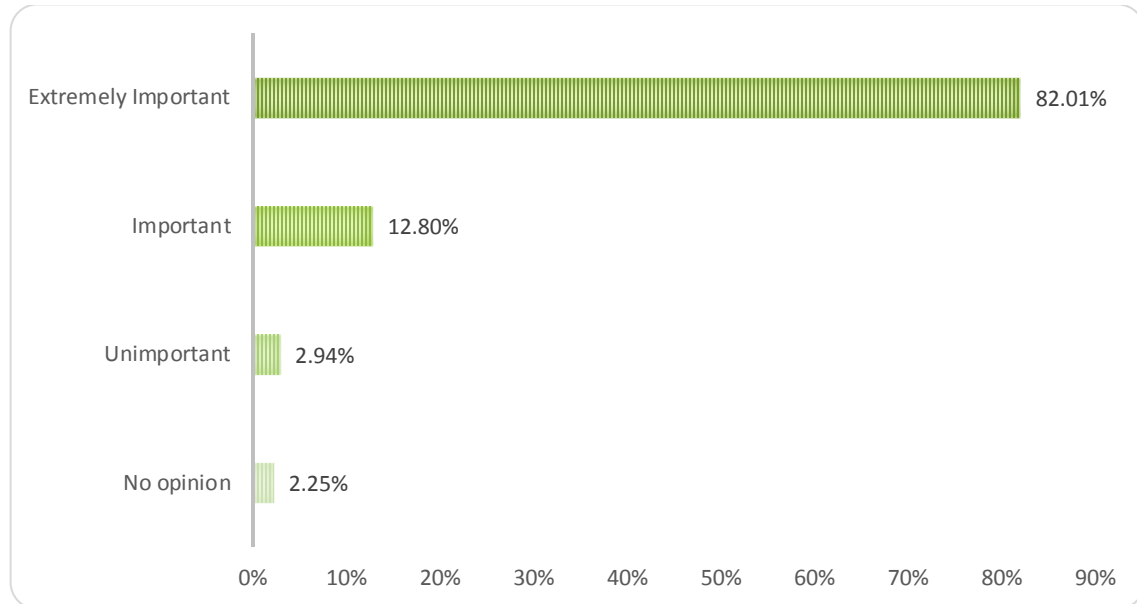


SUMMARY OF RESPONSES	TOTAL	PERCENT
I visit for the same length of time as I used to	405	70.43%
Yes, I stay longer	140	24.35%
I visit for less than time I used to	30	5.22%

VALUE OF OPEN SPACE

8: HOW IMPORTANT WAS YOUR LOCAL GREEN OR OPEN SPACE TO YOU DURING LOCKDOWN RESTRICTIONS IN TERMS OF HEALTH AND WELLBEING?

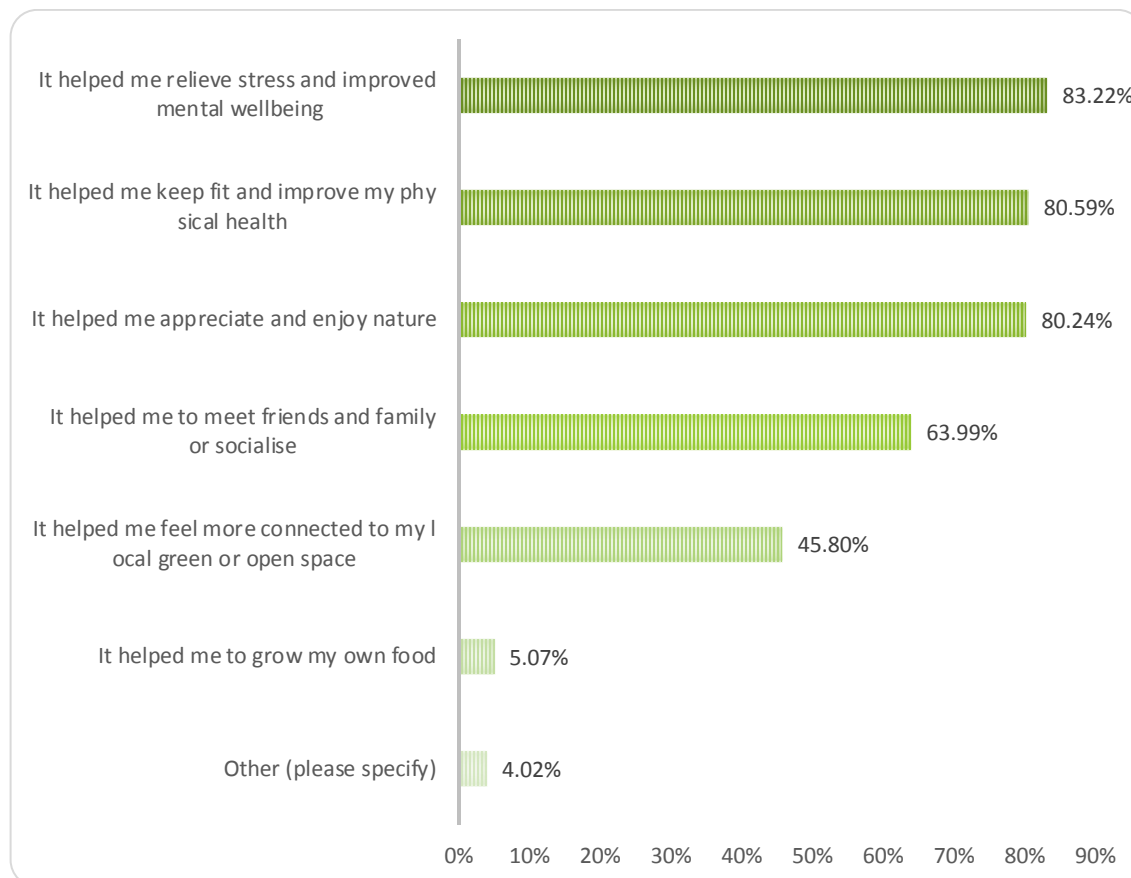
There were 578 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Extremely Important	474	82.01%
Important	74	12.80%
Unimportant	17	2.94%
No opinion	13	2.25%

9: WHAT BENEFITS DID YOU GAIN FROM ACCESS TO YOUR LOCAL GREEN OR OPEN SPACE DURING CORONAVIRUS RESTRICTIONS?

There were 572 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
It helped me relieve stress and improved mental health	476	83.22%
It helped me keep fit and improve my physical health	461	80.59%
It helped me appreciate and enjoy nature	459	80.24%
It helped me to meet friends and family or socialise	366	63.99%
It helped me feel more connected to my local green or open space	262	45.80%
It helped me to grow my own food	29	5.07%
Other (please specify)*	23	4.02%

OTHER SUGGESTIONS: The most common other benefits gained from access to local green or open space during Coronavirus restrictions were socializing and feeling less isolated (4), children's activities (3), work/work meetings (2), being able to leave the house (2) and exercising pets (2).

3 respondents highlighted that some open spaces were closed during coronavirus restrictions or that they didn't feel safe to use the spaces.

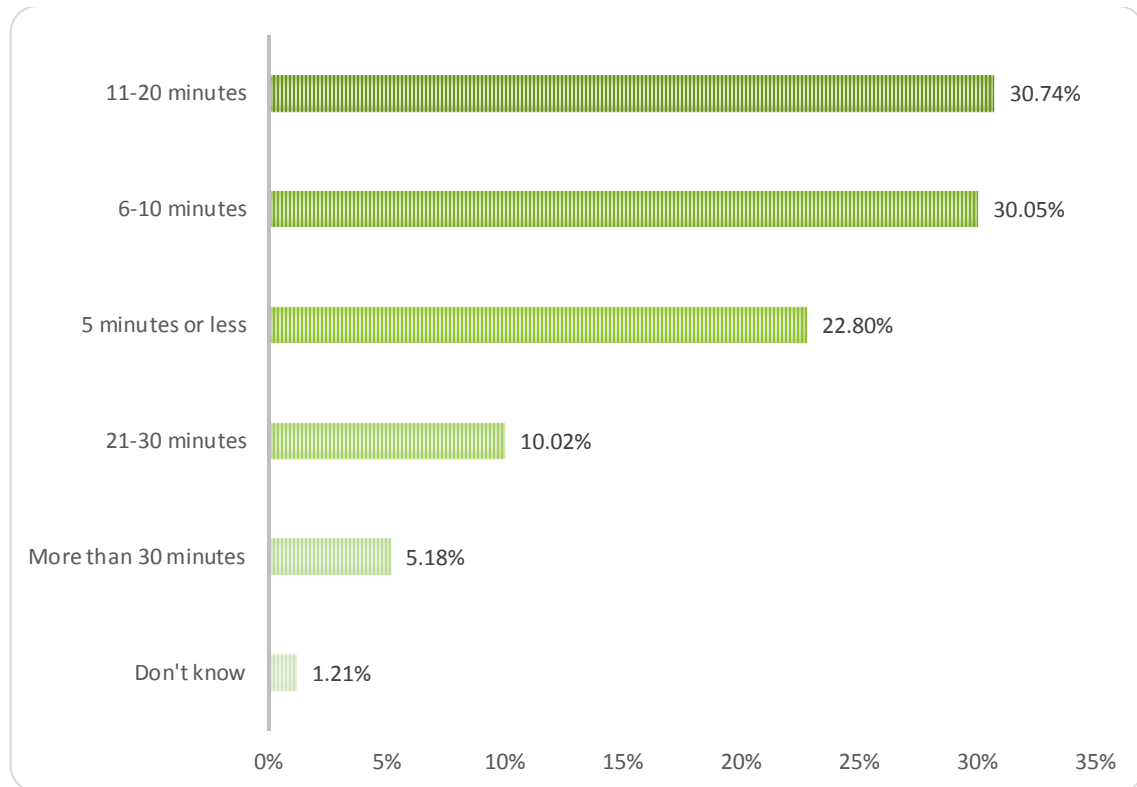
*Note some respondents selected other but didn't specify an associated other response .

OPEN SPACE TRAVEL

10: ON AVERAGE HOW LONG DO YOU SPEND TRAVELLING ON AN OUTWARD JOURNEY TO USE, VISIT OR ENJOY OPEN SPACES IN THE CITY?

(In this question we would like you to estimate the time it would take from your home or workplace to your most used green or open space.)

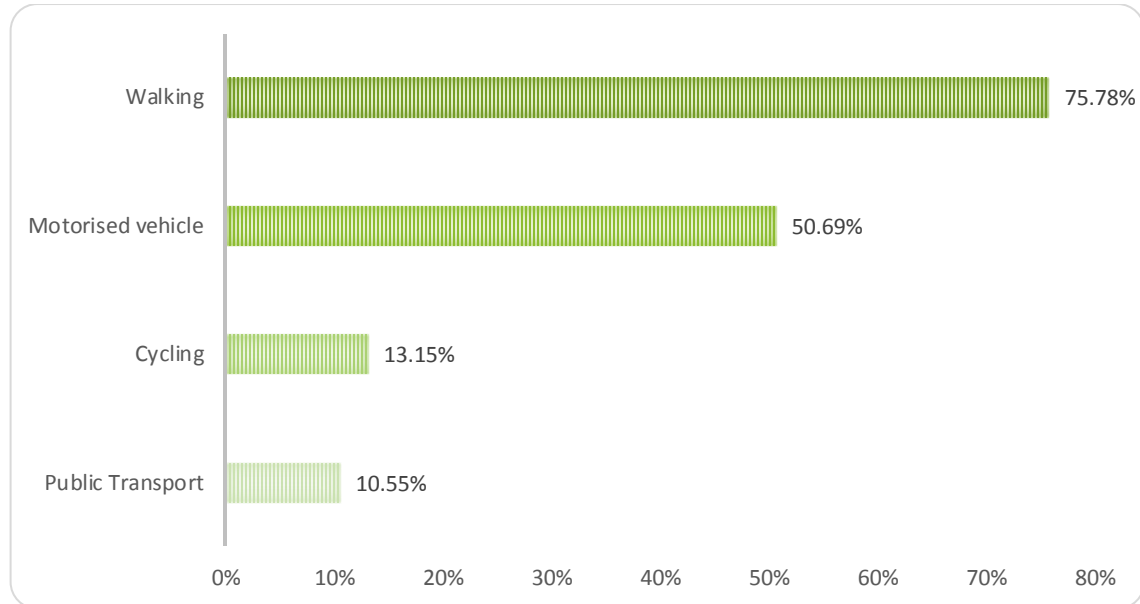
There were 579 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
11-20 minutes	178	30.74%
6-10 minutes	174	30.05%
5 minutes or less	132	22.80%
21-30 minutes	58	10.02%
More than 30 minutes	30	5.18%
Don't know	7	1.21%

11: PLEASE SPECIFY YOUR USUAL MODE OF TRAVEL SUCH AS WALKING, CYCLING, MOTORISED VEHICLE OR PUBLIC TRANSPORT. TICK MORE THAN ONE BOX IF MORE THAN ONE MODE IS USED.

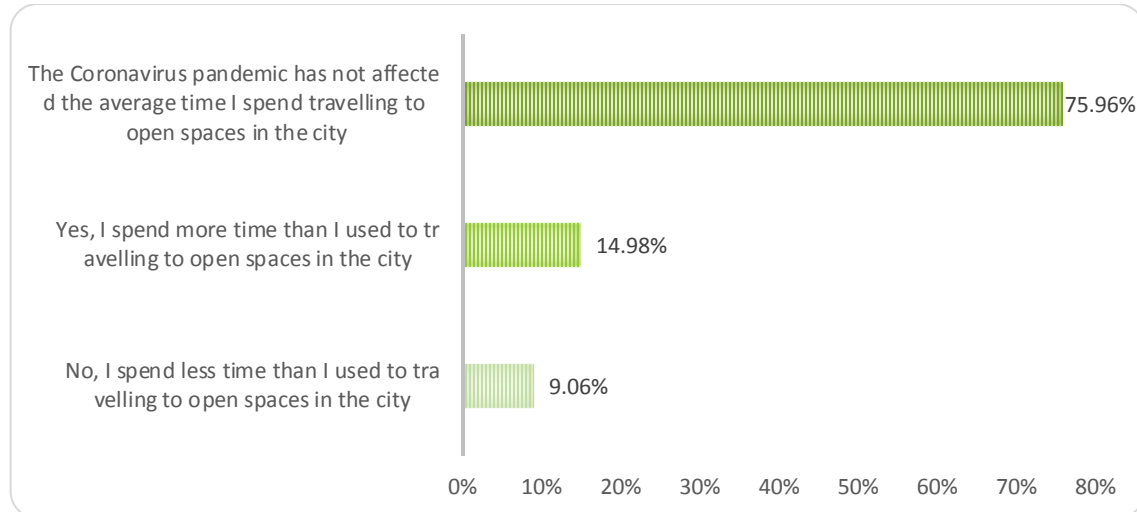
There were 578 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Walking	438	75.78%
Motorised vehicle	293	50.69%
Cycling	76	13.15%
Public Transport	61	10.55%

12: HAS THE AVERAGE TIME YOU WOULD SPEND TRAVELLING ON AN OUTWARD JOURNEY TO USE, VISIT OR ENJOY OPEN SPACES IN THE CITY CHANGED COMPARED TO BEFORE THE CORONAVIRUS PANDEMIC BEGAN?

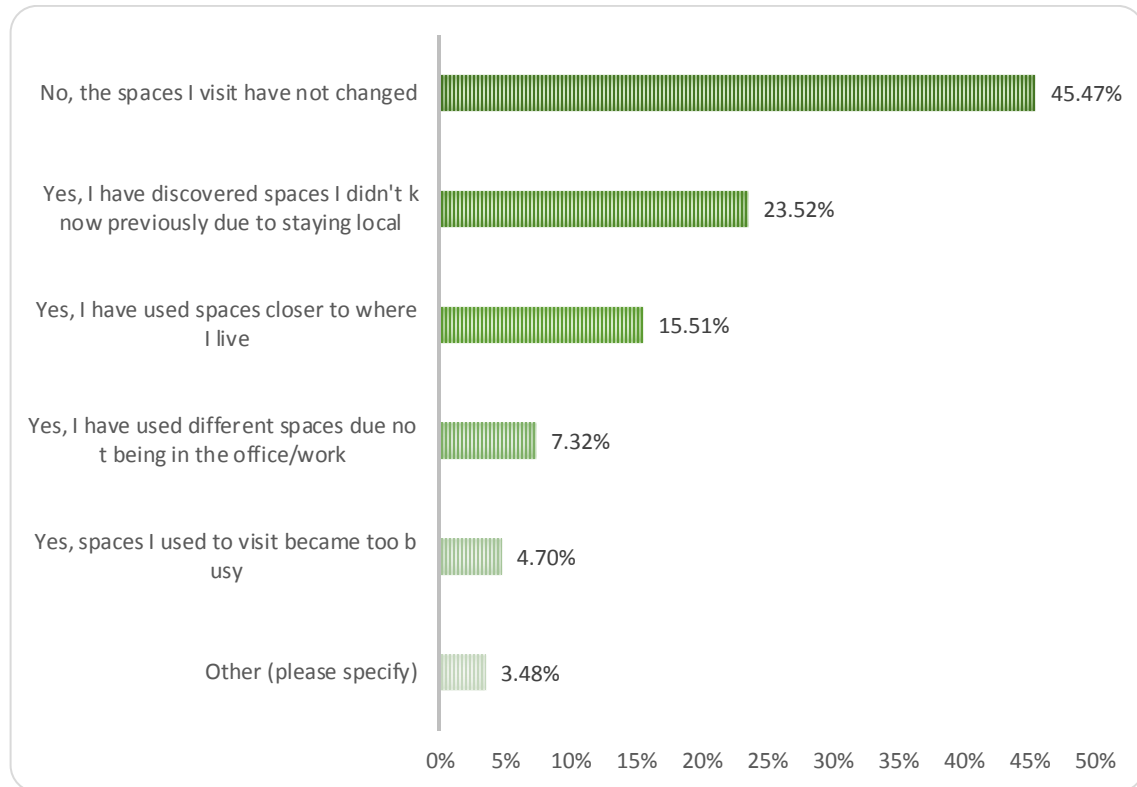
There were 574 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
The Coronavirus pandemic has not affected the average time I spend travelling to open spaces in the city	436	75.96%
Yes, I spend more time than I used to travelling to open spaces in the city	86	14.98%
No, I spend less time than I used to travelling to open spaces in the city	52	9.06%

13: SINCE THE CORONAVIRUS PANDEMIC HAVE YOU CHANGED WHICH GREEN OR OPEN SPACES YOU VISIT AT ALL AND IF SO WHY

There were 574 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
No, the spaces I visit have not changed	261	45.47%
Yes, I have discovered spaces I didn't know previously due to staying local	135	23.52%
Yes, I have used spaces closer to where I live	89	15.51%
Yes, I have used different spaces due to not being in the office/work	42	7.32%
Yes, spaces I used to visit became too busy	27	4.70%
Other (please specify)*	20	3.48%

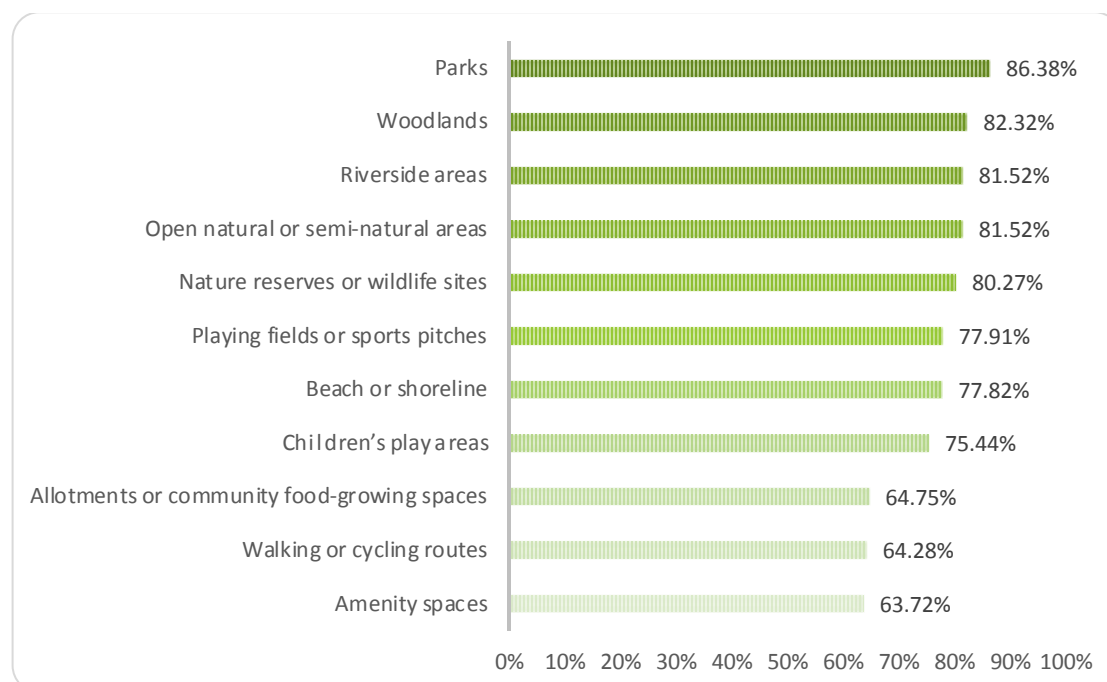
OTHER SUGGESTIONS: The most common 'other reason' why since the Covid-19 pandemic people changed which green or open spaces they visited was due to moving home (6), exploring new spaces (3), lack of seating in some spaces (2) and spaces being too busy (2)

*Note some respondents selected other but didn't specify an associated other response.

OPEN SPACE SATISFACTION

14: HOW SATISFIED ARE YOU WITH THE QUALITY OF THE DIFFERENT TYPES OF ABERDEEN'S GREENSPACE AREAS OR OPEN SPACES?

Respondents were asked to give their overall satisfaction with the quality of the different greenspace areas and open space types in the city.



OPEN SPACE SATISFACTION	%	RANK
Parks (These can be small neighbourhood parks or large major parks e.g. Duthie park)	86.38%	1
Woodlands	82.32%	2
Open natural or semi-natural areas	81.52%	3
Riverside areas	81.52%	4
Nature reserves or wildlife sites	80.27%	5
Playing fields or sports pitches	77.91%	6
Beach or shoreline	77.82%	7
Children's play areas	75.44%	8
Allotments or community food-growing spaces	64.75%	9
Walking or cycling routes	64.28%	10
Amenity spaces (small informal spaces around residential or business areas)	63.72%	11

79% of respondents reported being satisfied, fairly satisfied or very satisfied with the overall quality of Aberdeen's greenspace and open space areas however some open space types had a lower satisfaction rating than others.

Allotments and community food growing spaces, walking/cycling routes and amenity spaces had the lowest citywide satisfaction rates reported by respondents:

- Allotments and community food growing spaces: 65%
- Walking/cycling routes: 64%
- Amenity spaces: 64%

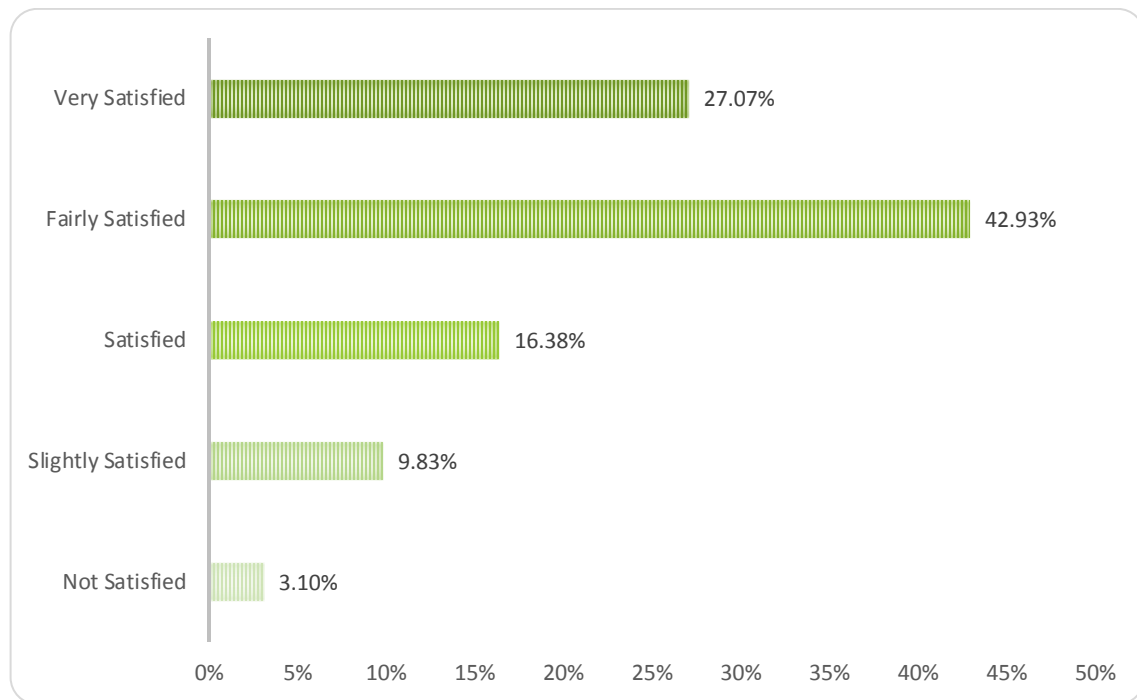
Parks, woodlands and natural or semi-natural areas had the highest citywide satisfaction rates reported by respondents:

- Parks: 86%
- Woodlands: 82%
- Natural or semi-natural areas: 82%

75% of respondents were satisfied, fairly satisfied or very satisfied with children's play areas.

PARKS (THESE CAN BE SMALL NEIGHBOURHOOD PARKS OR LARGE MAJOR PARKS E.G. DUTHIE PARK)

There were 576 responses to this part of the question.

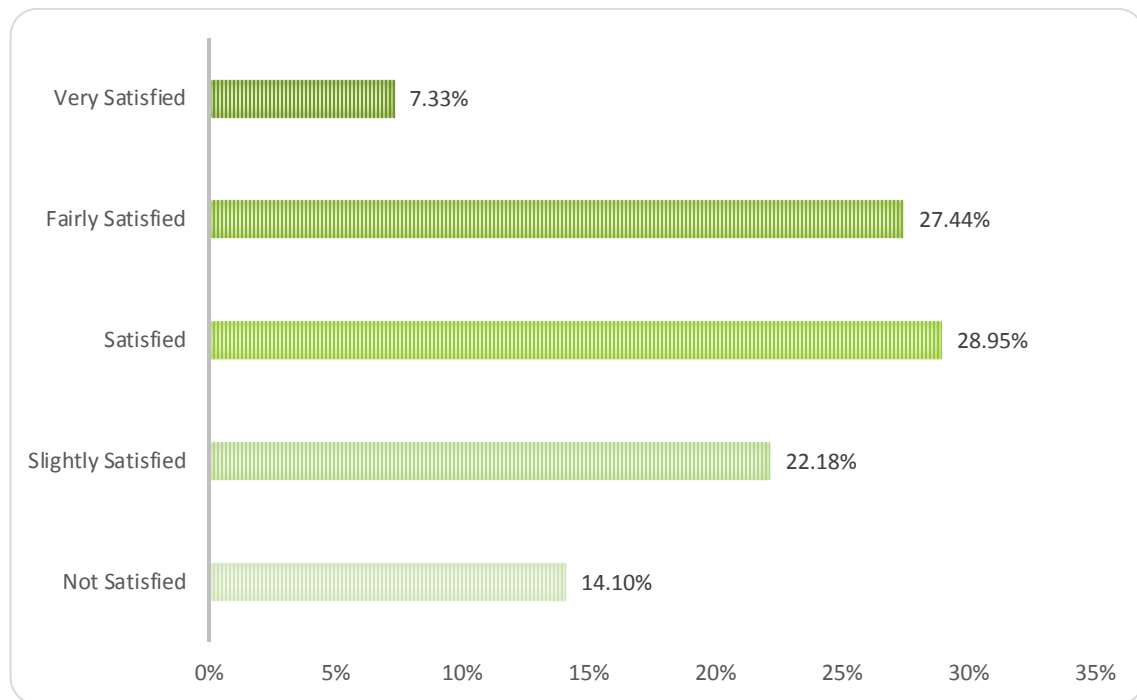


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	157	27.07%
Fairly Satisfied	249	42.93%
Satisfied	95	16.38%
Slightly Satisfied	57	9.83%
Not Satisfied	18	3.10%

86.38% of respondents were satisfied, fairly satisfied or very satisfied with local parks.

AMENITY SPACES (SMALL INFORMAL SPACES AROUND RESIDENTIAL OR BUSINESS AREAS)

There were 532 responses to this part of the question.

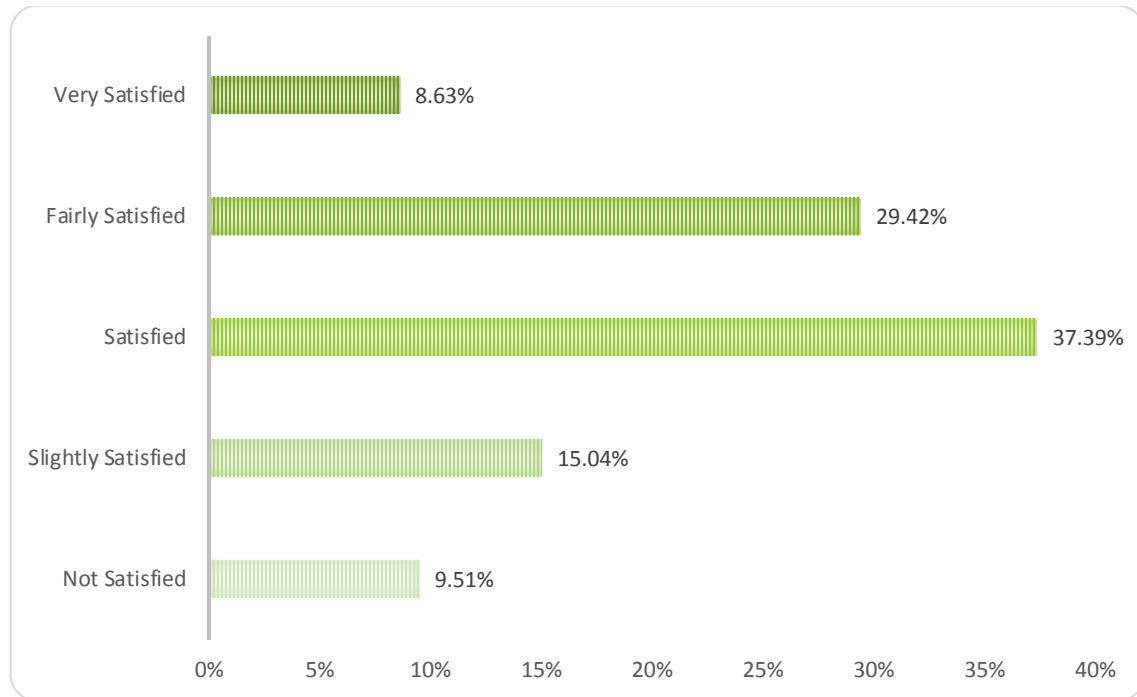


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	39	7.33%
Fairly Satisfied	146	27.44%
Satisfied	154	28.95%
Slightly Satisfied	118	22.18%
Not Satisfied	75	14.10%

63.72% of respondents were satisfied, fairly satisfied or very satisfied with amenity spaces.

CHILDREN'S PLAY AREAS

There were 452 responses to this part of the question.

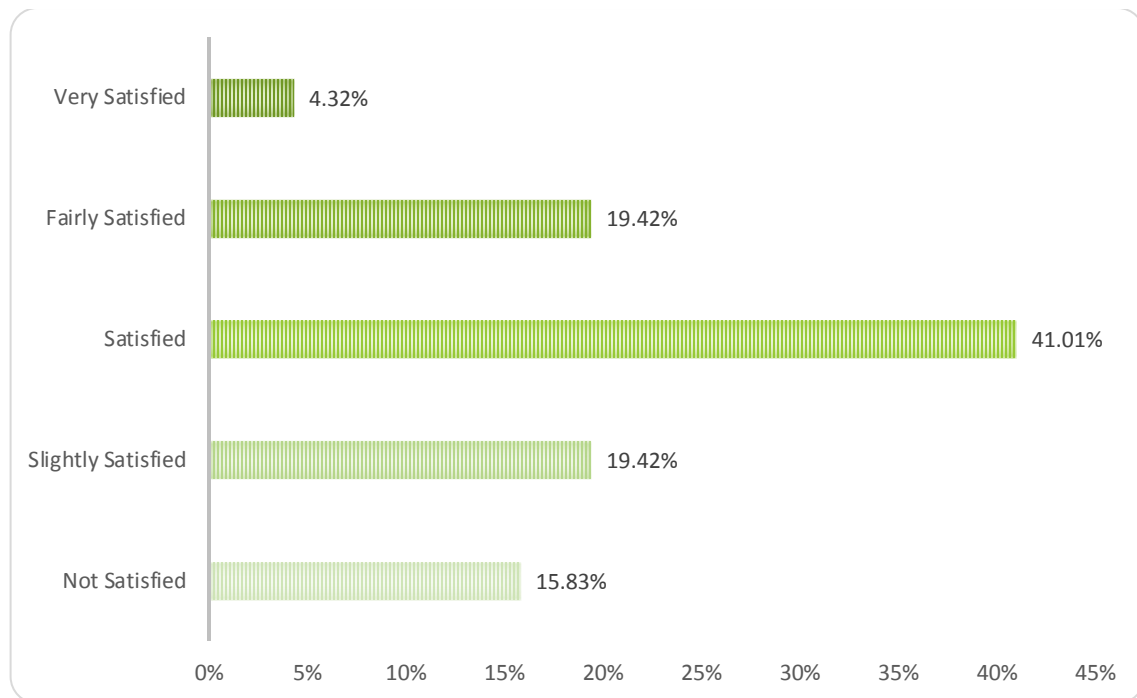


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	39	8.63%
Fairly Satisfied	133	29.42%
Satisfied	169	37.39%
Slightly Satisfied	68	15.04%
Not Satisfied	43	9.51%

75.44% of respondents were satisfied, fairly satisfied or very satisfied with children's play areas.

ALLOTMENTS OR COMMUNITY FOOD-GROWING SPACES

There were 417 responses to this part of the question.

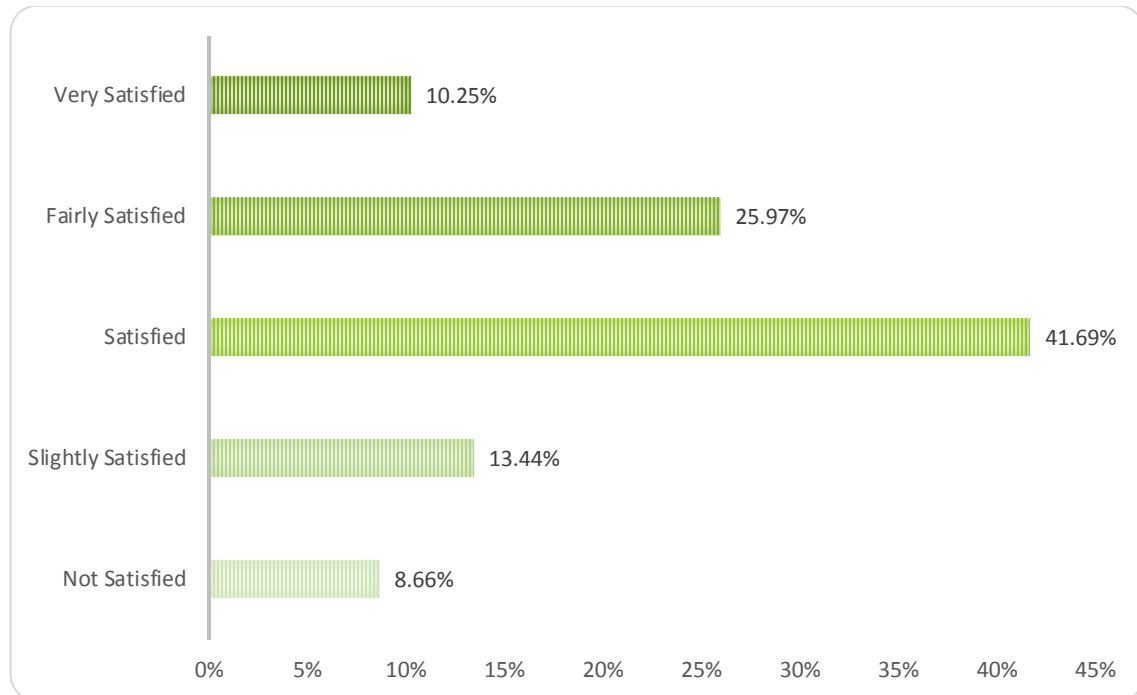


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	18	4.32%
Fairly Satisfied	81	19.42%
Satisfied	171	41.01%
Slightly Satisfied	81	19.42%
Not Satisfied	66	15.83%

64.75% of respondents were satisfied, fairly satisfied or very satisfied with allotments and community food-growing spaces.

PLAYING FIELDS OR SPORTS PITCHES

There were 439 responses to this part of the question.

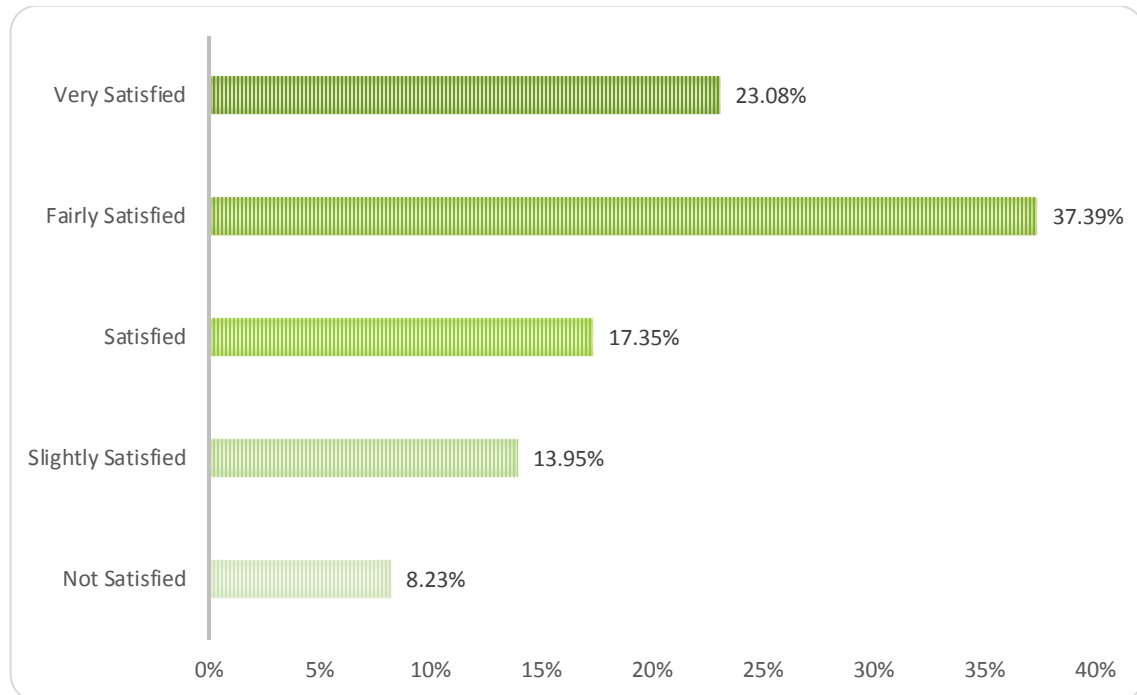


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	45	10.25%
Fairly Satisfied	114	25.97%
Satisfied	183	41.69%
Slightly Satisfied	59	13.44%
Not Satisfied	38	8.66%

77.91% of respondents were satisfied, fairly satisfied or very satisfied with playing fields or sports pitches.

BEACH OR SHORELINE AREAS

There were 559 responses to this part of the question.

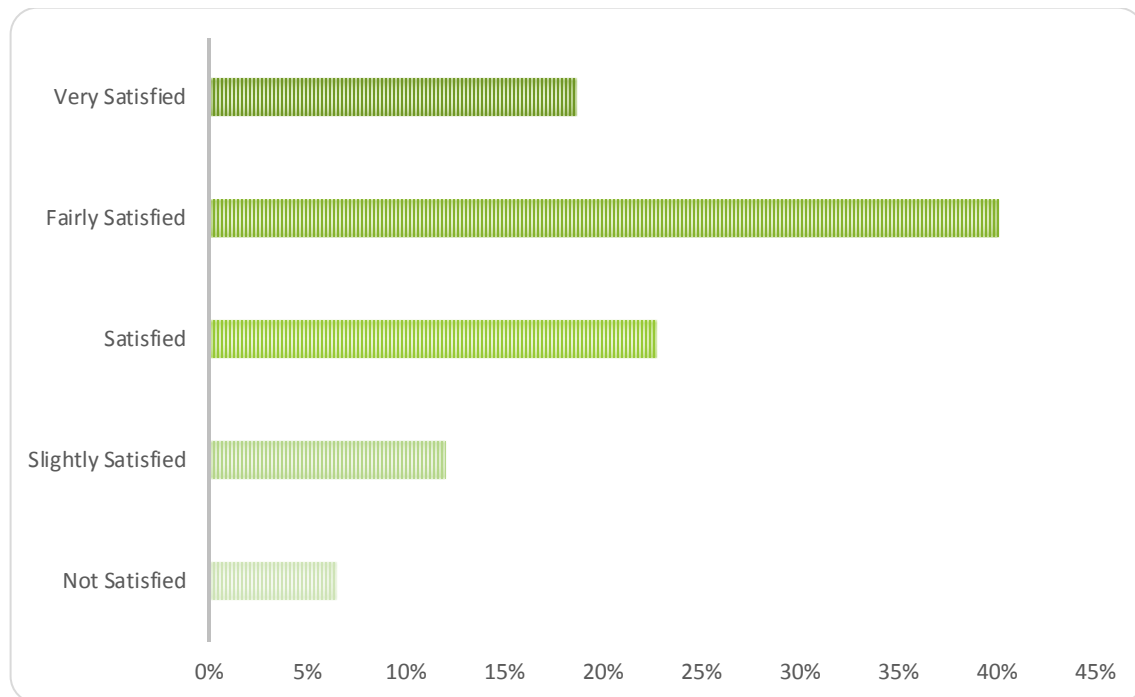


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	129	23.08%
Fairly Satisfied	209	37.39%
Satisfied	97	17.35%
Slightly Satisfied	78	13.95%
Not Satisfied	46	8.23%

77.82% of respondents were satisfied, fairly satisfied or very satisfied with beach and shoreline areas.

OPEN NATURAL OR SEMI-NATURAL AREAS

There were 541 responses to this part of the question.

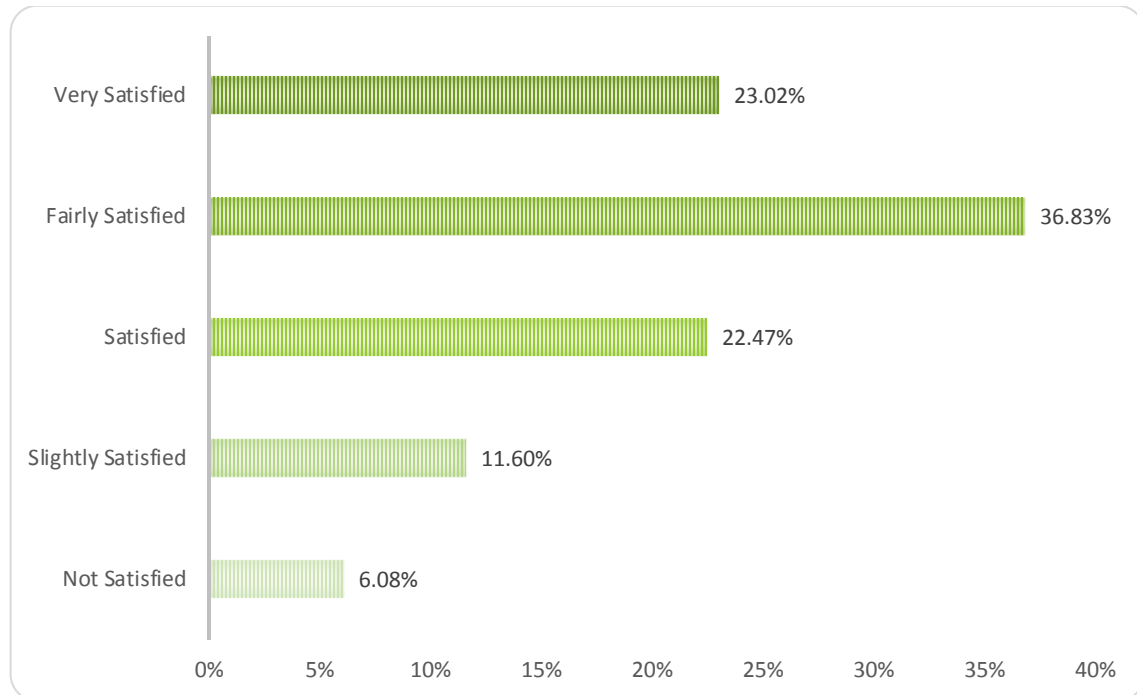


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	101	18.67%
Fairly Satisfied	217	40.11%
Satisfied	123	22.74%
Slightly Satisfied	65	12.01%
Not Satisfied	35	6.47%

81.52% of respondents were satisfied, fairly satisfied or very satisfied with open natural and semi-natural areas.

WOODLANDS

There were 543 responses to this part of the question.

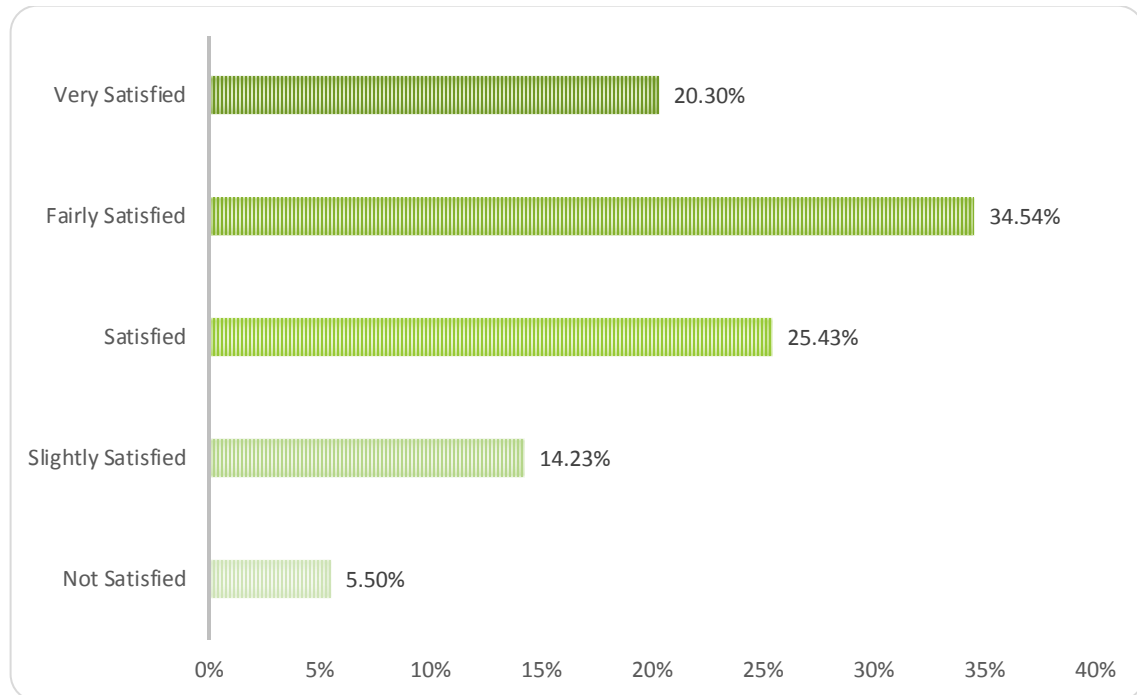


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	125	23.02%
Fairly Satisfied	200	36.83%
Satisfied	122	22.47%
Slightly Satisfied	63	11.60%
Not Satisfied	33	6.08%

82.32% of respondents were satisfied, fairly satisfied or very satisfied with woodland areas.

NATURE RESERVES OR WILDLIFE SITES

There were 527 responses to this part of the question.

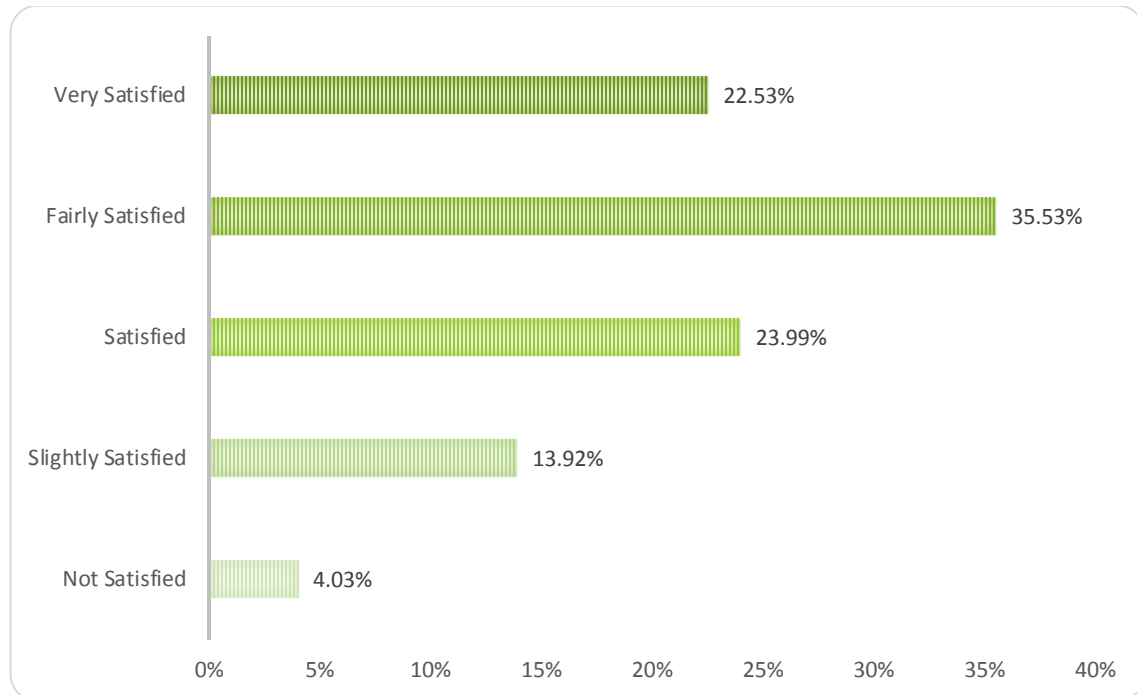


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	107	20.30%
Fairly Satisfied	182	34.54%
Satisfied	134	25.43%
Slightly Satisfied	75	14.23%
Not Satisfied	29	5.50%

80.27% of respondents were satisfied, fairly satisfied or very satisfied with nature reserves or wildlife sites.

RIVERSIDE AREAS

There were 546 responses to this part of the question.

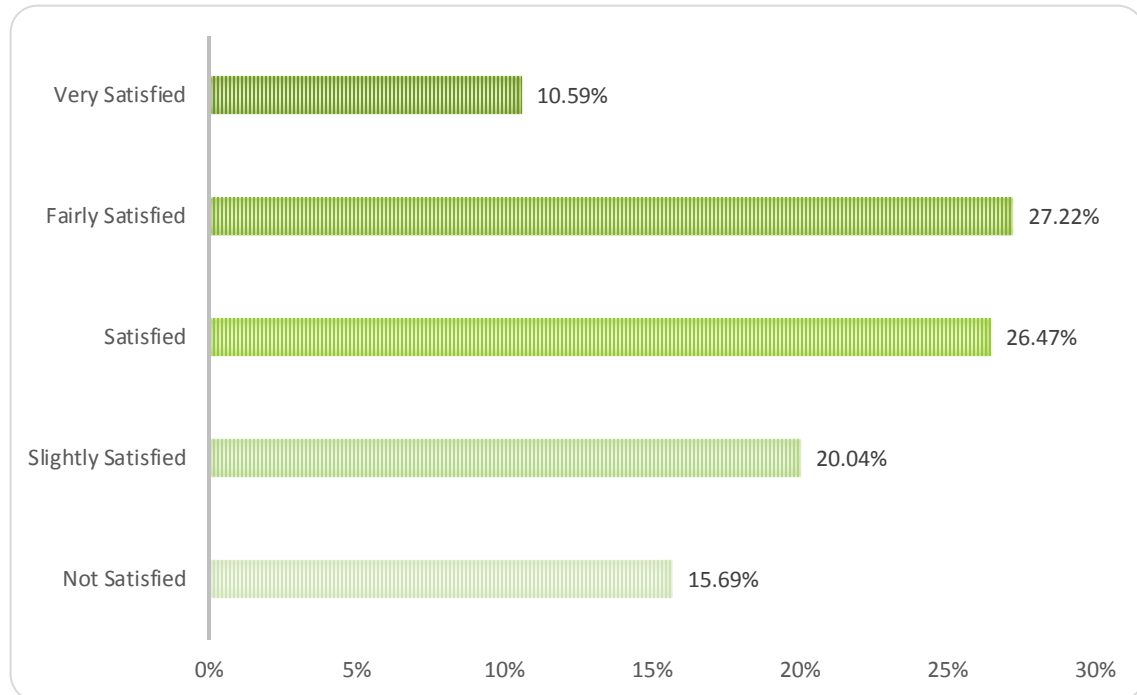


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	123	22.53%
Fairly Satisfied	194	35.53%
Satisfied	131	23.99%
Slightly Satisfied	76	13.92%
Not Satisfied	22	4.03%

81.52% of respondents were satisfied, fairly satisfied or very satisfied with riverside areas.

WALKING OR CYCLING ROUTES

There were 529 responses to this part of the question.

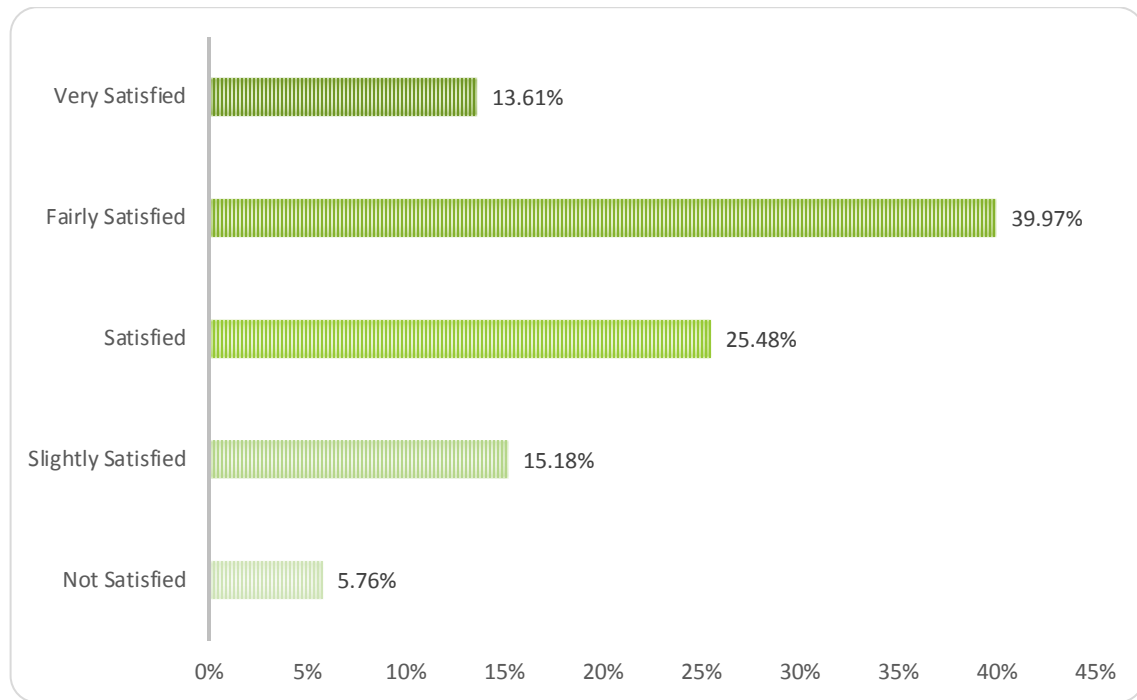


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	56	10.59%
Fairly Satisfied	144	27.22%
Satisfied	140	26.47%
Slightly Satisfied	106	20.04%
Not Satisfied	83	15.69%

64.28% of respondents were satisfied, fairly satisfied or very satisfied with walking or cycling routes.

15: HOW SATISFIED ARE YOU WITH THE OVERALL QUALITY OF ABERDEEN'S GREENSPACE AND OPEN SPACES GENERALLY? - OVERALL SATISFACTION

There were 573 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	78	13.61%
Fairly Satisfied	229	39.97%
Satisfied	146	25.48%
Slightly Satisfied	87	15.18%
Not Satisfied	33	5.76%

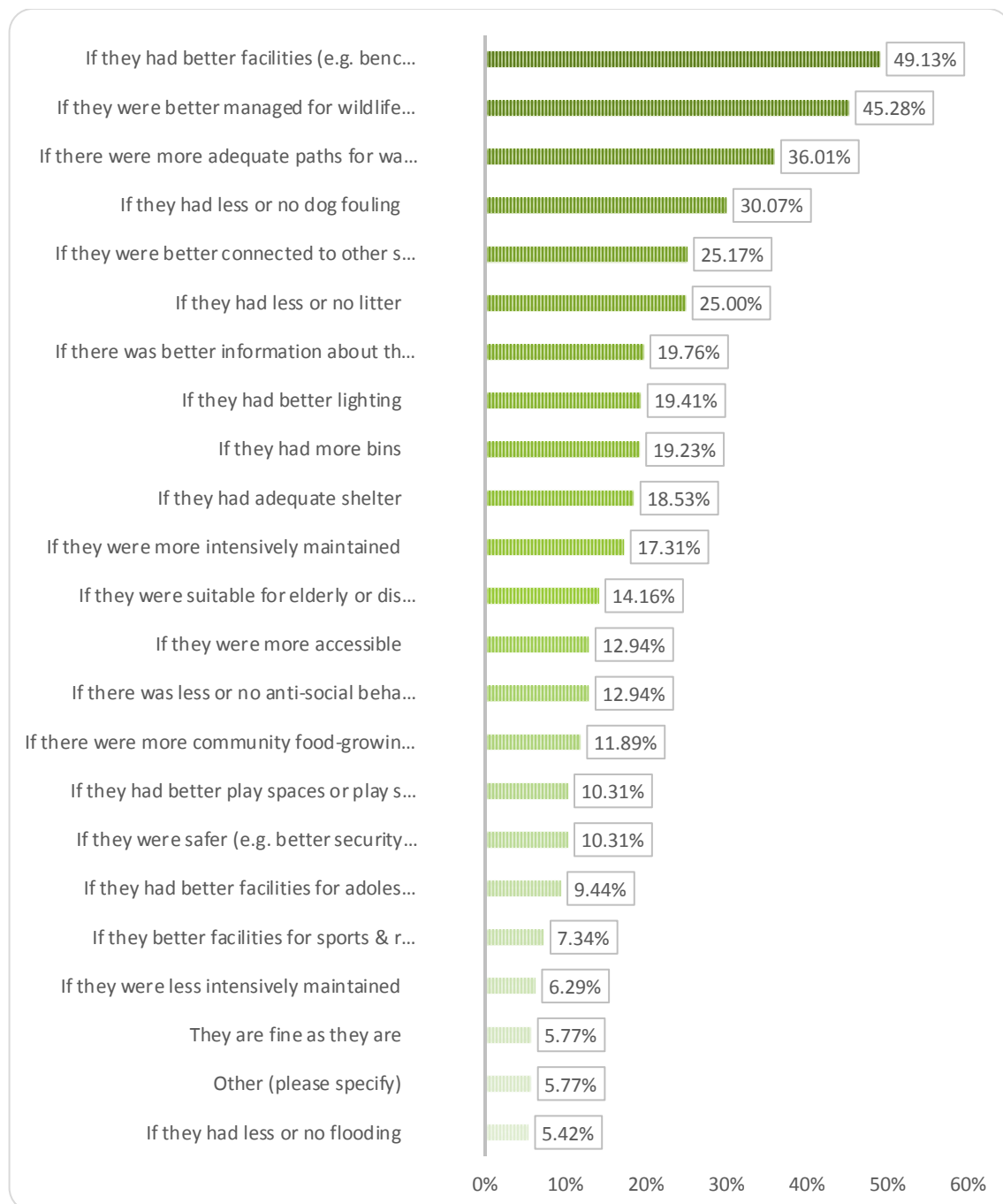
79.06% of respondents were satisfied, fairly satisfied or very satisfied with the overall quality of Aberdeen's greenspace and open space areas.

IMPROVING OPEN SPACE

16: WHAT, IF ANYTHING, WOULD ENCOURAGE YOU TO USE OR VISIT ABERDEEN CITY'S GREENSPACE OR OPEN SPACES MORE OFTEN?

(Please choose a maximum of 3 choices from the list below)

There were 572 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT	RANK
If they had better facilities (e.g. benches or toilets)	281	49.13%	1
If they were better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.)	259	45.28%	2
If there were more adequate paths for walking or cycling	206	36.01%	3
If they had less or no dog fouling	172	30.07%	4
If they were better connected to other spaces	144	25.17%	5
If they had less or no litter	143	25.00%	6
If there was better information about them (e.g. information panels or signage)	113	19.76%	7
If they had better lighting	111	19.41%	8
If they had more bins	110	19.23%	9
If they had adequate shelter	106	18.53%	10
If they were more intensively maintained	99	17.31%	11
If they were suitable for elderly or disabled people	81	14.16%	12
If they were more accessible	74	12.94%	13
If there was less or no anti-social behaviour	74	12.94%	14
If there were more community food-growing facilities	68	11.89%	15
If they had better play spaces or play space provision	59	10.31%	16
If they were safer (e.g. better security)	59	10.31%	17
If they had better facilities for adolescents (e.g. skateparks, multi-use games areas)	54	9.44%	18
If they better facilities for sports & recreation	42	7.34%	19
If they were less intensively maintained	36	6.29%	20
They are fine as they are	33	5.77%	21
Other (please specify)*	33	5.77%	22
If they had less or no flooding	31	5.42%	23

OTHER SUGGESTIONS: The most common other responses specified were comments around dogs with a total of 12 responses in this category as follows: increased provision of dedicated dog parks (4), If dogs were under better control (3), more dog free zones (2), reduced dog fouling (2) more dog bins (1).

The other common responses specified were more protection of green and open spaces from development (7), improved bus links (4), increased café provision in parks (4), better segregation of cyclists and pedestrians (4), increased activities in parks (3), better lighting in parks (3), reduced use of herbicides/pesticides (2) improved parking provision (2), providing

more outdoor adult exercise equipment (2), removal of trees after storm damage (2) and providing larger open spaces (2).

*Note some respondents selected other but didn't specify an associated other response.

MOST VISTED OPEN SPACES

17: WHICH GREENSPACE AREA OR OPEN SPACE IN ABERDEEN CITY DO YOU VISIT MOST? (PLEASE SPECIFY UP TO TWO PLACES E.G. NAME OF A PARK OR WOODLAND OR THE STREET NAME WHERE THE GREEN/OPEN SPACE IS LOCATED.)

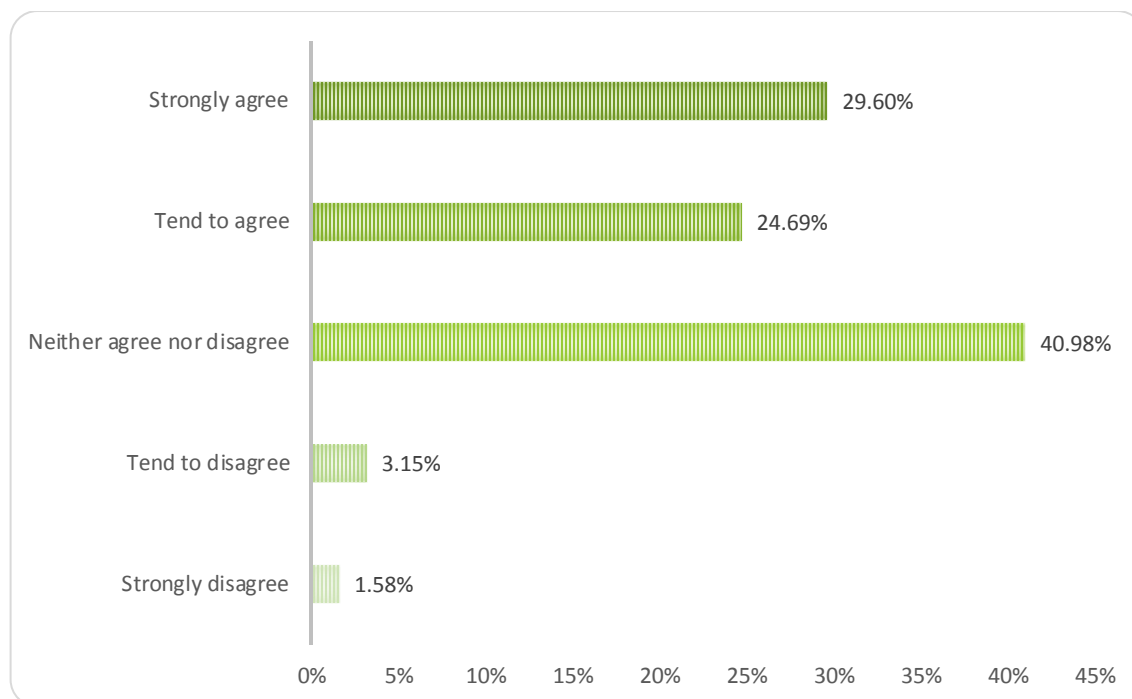
The top 10 greenspace and open space areas identified as being most visited by respondents were as follows:

GREENSPACE / OPEN SPACE AREA	TOTAL	RANK
Duthie Park	183	1
Aberdeen Beach	144	2
Hazlehead Park	125	3
Seaton Park	96	4
St Fittick's Park	50	5
Westburn Park	39	6
Victoria Park	35	7
Deeside Way	29	8
Scotstown Moor Local Nature Reserve	19	9
Torry Battery	9	10

FOOD GROWING OPPORTUNITIES

18: WOULD YOU LIKE TO SEE MORE FOOD-GROWING OPPORTUNITIES WITHIN GREEN AND OPEN SPACES ACROSS ABERDEEN?

There were 571 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Strongly agree	169	29.60%
Tend to agree	141	24.69%
Neither agree nor disagree	234	40.98%
Tend to disagree	18	3.15%
Strongly disagree	9	1.58%

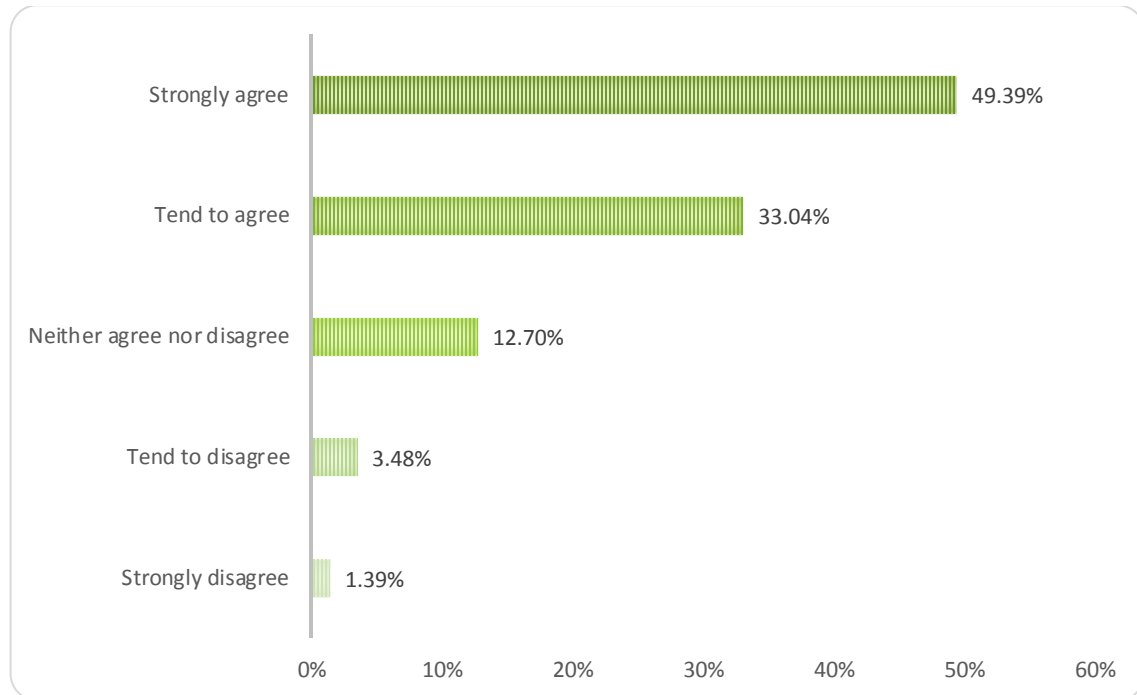
54.29% of respondents would like to see more food-growing opportunities within green and open spaces across Aberdeen.

Respondents were also asked for any suggestions of spaces which could be used for food-growing with 68 responses to this part of the question.

MANAGING SPACES FOR NATURE

19: WOULD YOU LIKE TO SEE MORE GREEN SPACES MANAGED IN A MORE NATURAL WAY FOR THE BENEFIT OF WILDLIFE AND NATURE? - TELL US IF YOU AGREE OR DISAGREE

There were 575 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Strongly agree	284	49.39%
Tend to agree	190	33.04%
Neither agree nor disagree	73	12.70%
Tend to disagree	20	3.48%
Strongly disagree	8	1.39%

82.43% of respondents would like to see more green spaces managed in a more natural way for the benefit of wildlife and nature.

Respondents were also asked for any suggestions of spaces which could be managed for the benefit of wildlife and nature with 105 responses to this part of the question.

GENERAL OPEN SPACE COMMENTS

20: IF YOU HAVE ANY FURTHER GENERAL COMMENTS YOU WISH TO MAKE ABOUT ABERDEEN'S GREEN AND OPEN SPACES PLEASE USE THE SPACE BELOW:

There were 249 responses to this part of the question.

GENERAL OPEN SPACE COMMENTS

COMMON THEMES AND SUGGESTIONS: Some of the common themes and suggestions that emerged from general comments were: reducing the use of chemicals and petrol equipment used for maintaining open spaces, preserving and enhancing the biodiversity and natural beauty of spaces, providing more facilities such as toilets, bins, cafes, play areas, and cycle routes, improved maintenance and listening to local community's opinions and needs.

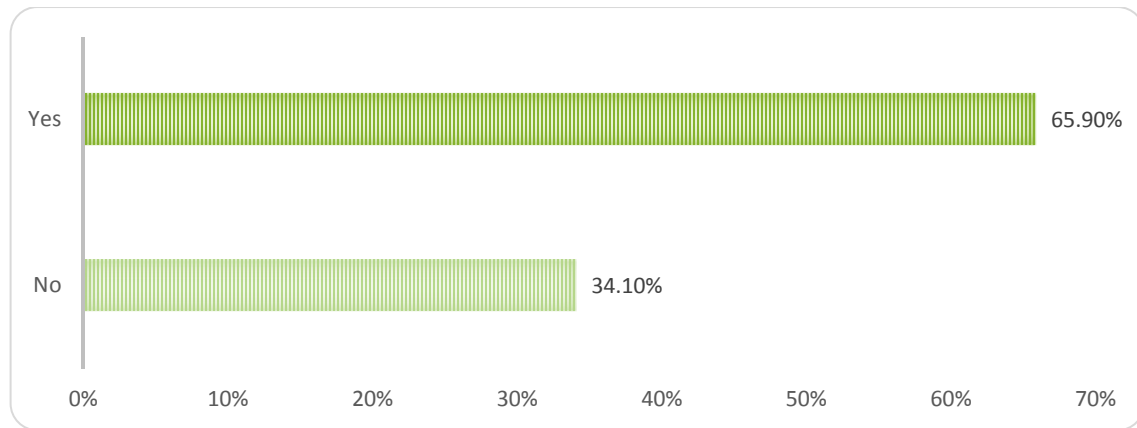
POSITIVE FEEDBACK ON GREEN SPACES: A number of comments from respondents expressed views on what was liked and appreciated about green and open spaces in Aberdeen. Some of the aspects that were praised were the beach and riverside areas, the biodiversity and natural beauty of spaces, and Aberdeen's parks and gardens.

PROTECTING OPEN SPACES FROM DEVELOPMENT: A number of responses expressed a desire for open spaces to be protected from development. A significant number of concerns were also raised around the potential development of areas of St Fittick's Park, which respondents felt was a vital green space and wetland area for the residents of Torry and the wildlife that inhabits it.

VOLUNTEERING IN OPEN SPACES

21: IF GIVEN THE OPPORTUNITY WOULD YOU BE INTERESTED IN VOLUNTEERING IN GREEN AND OPEN SPACE AREAS?

There were 566 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Yes	373	65.90%
No	193	34.10%

65.90% of respondents if given the opportunity would be interested in volunteering in green and open space areas.

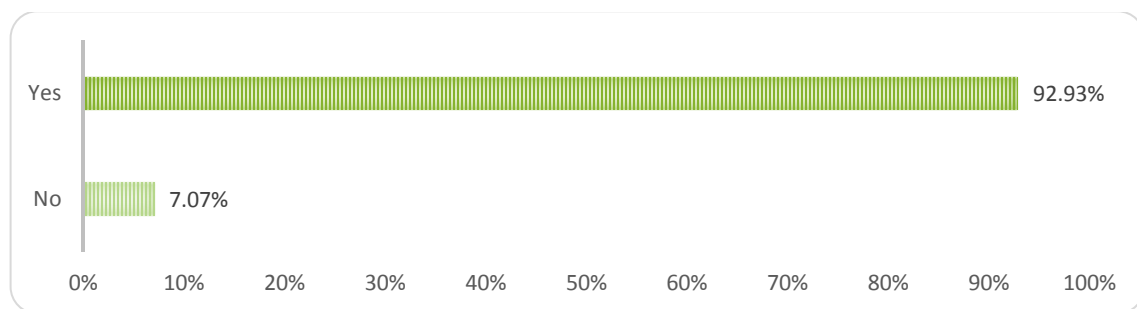
LOCAL OPEN SPACES

The following questions were about greenspace areas and open spaces in the respondent's local area – this can refer to any greenspace or open space in the area around where they live within approximately 400 meters or a 5-minute walk from their home.

Note respondents only answered the satisfaction question for each specific type of greenspace or open space if they had access to these in their local area.

22: ARE YOU AWARE OF ANY GREENSPACE OR OPEN SPACES IN YOUR LOCAL AREA?

There were 580 responses to this part of the question.

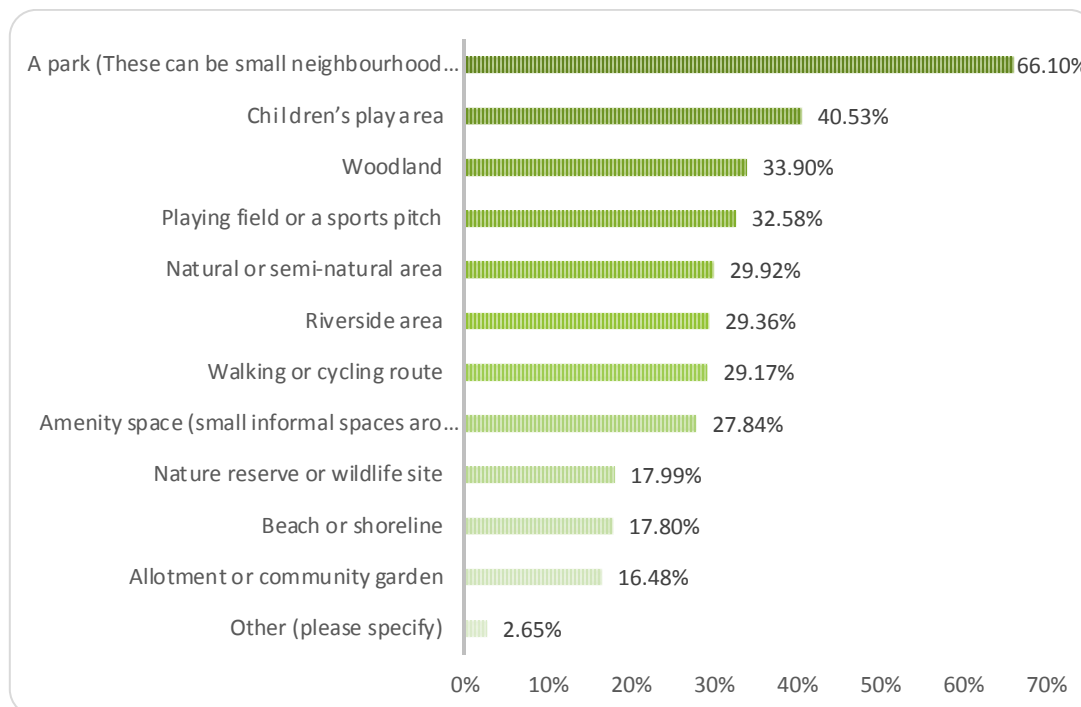


SUMMARY OF RESPONSES	TOTAL	PERCENT
Yes	539	92.93%
No	41	7.07%

92.93% of respondents were aware of greenspace areas and open spaces in their local area.

23: WHICH OF THE FOLLOWING BEST DESCRIBES THE GREENSPACE AREA OR OPEN SPACE IN YOUR LOCAL AREA?

There were 528 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
A park (These can be small neighbourhood parks or large major parks e.g. Duthie park)	349	66.10%
Children's play area	214	40.53%
Woodland	179	33.90%
Playing field or a sports pitch	172	32.58%
Natural or semi-natural area	158	29.92%
Riverside area	155	29.36%
Walking or cycling route	154	29.17%
Amenity space (small informal spaces around residential or business areas)	147	27.84%
Nature reserve or wildlife site	95	17.99%
Beach or shoreline	94	17.80%
Allotment or community garden	87	16.48%
Other (please specify)*	14	2.65%

OTHER SUGGESTIONS: The most common other spaces specified were The Deeside Way and Cemeteries. *Note some respondents selected other but didn't specify an associated other response.

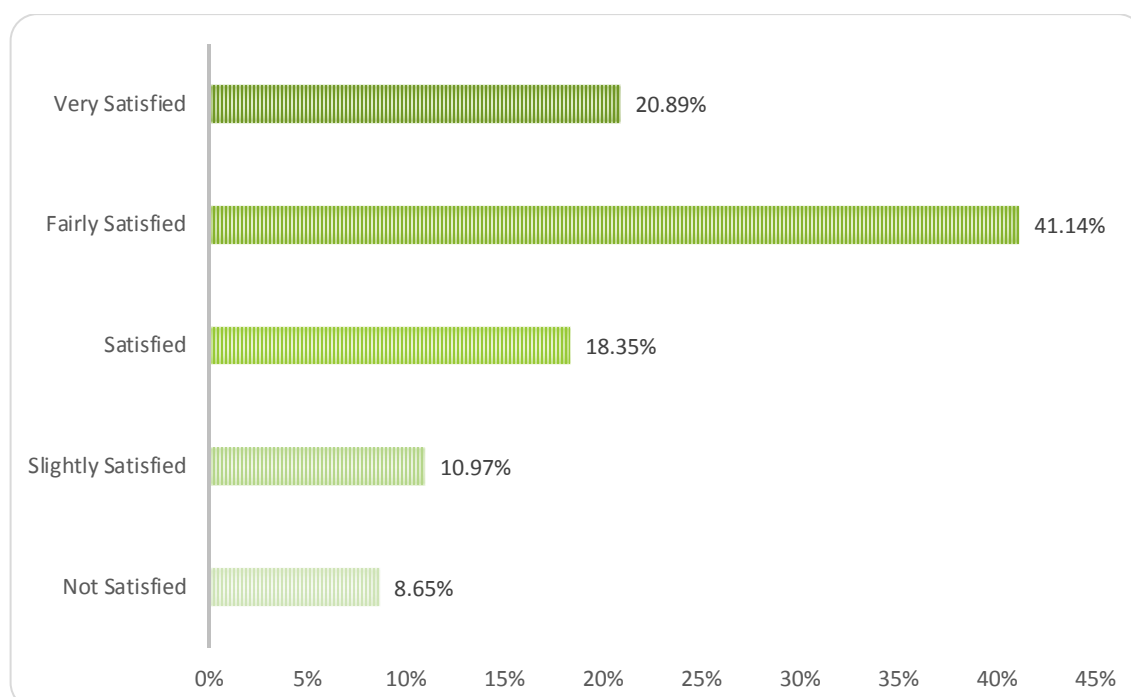
LOCAL OPEN SPACE SATISFACTION

24: HOW SATISFIED ARE YOU WITH THE QUALITY OF YOUR LOCAL GREENSPACES OR OPEN SPACES NEAREST TO YOU?

This can refer to any greenspace or open space in the area around where you live within approximately 400 meters or a 5-minute walk from your home.

PARKS (THESE CAN BE SMALL NEIGHBOURHOOD PARKS OR LARGE MAJOR PARKS E.G. DUTHIE PARK)

There were 474 responses to this part of the question.

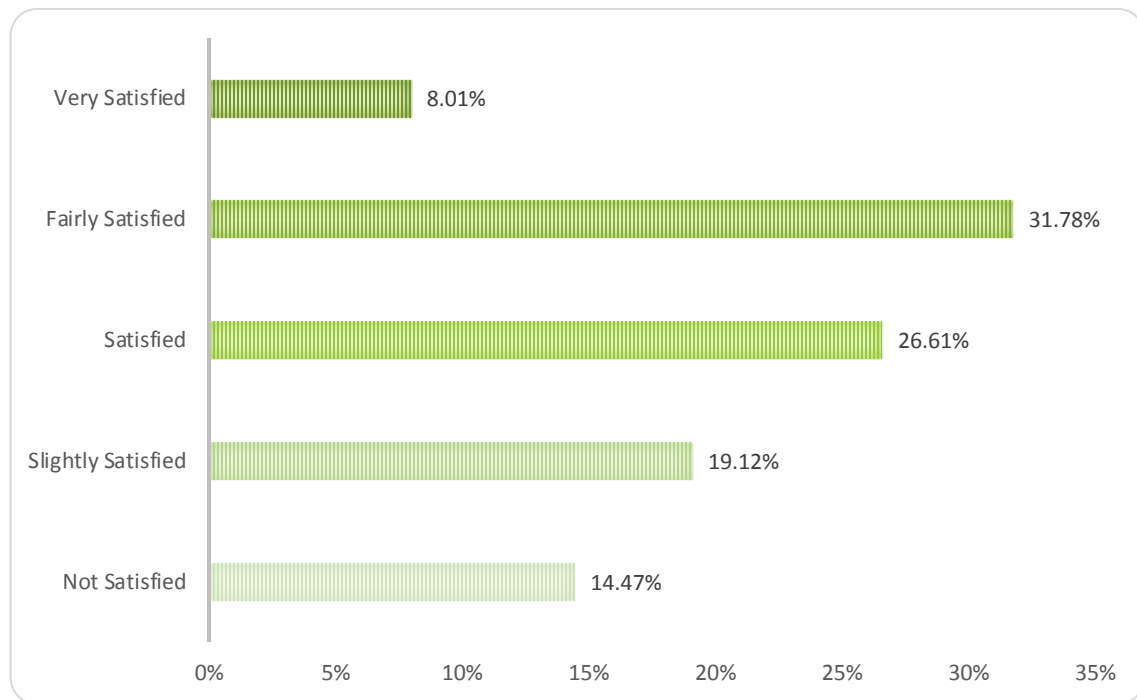


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	99	20.89%
Fairly Satisfied	195	41.14%
Satisfied	87	18.35%
Slightly Satisfied	52	10.97%
Not Satisfied	41	8.65%

80.38% of respondents were satisfied, fairly satisfied or very satisfied with the quality of local parks.

AMENITY SPACES (SMALL INFORMAL SPACES AROUND RESIDENTIAL OR BUSINESS AREAS)

There were 387 responses to this part of the question.

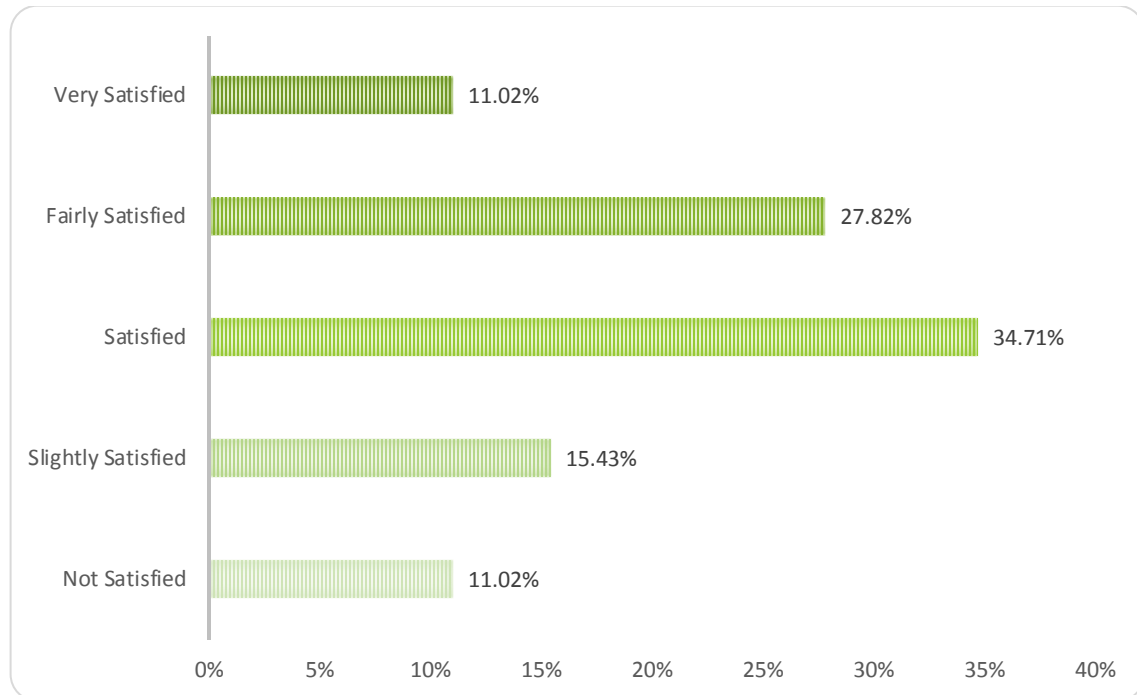


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	31	8.01%
Fairly Satisfied	123	31.78%
Satisfied	103	26.61%
Slightly Satisfied	74	19.12%
Not Satisfied	56	14.47%

66.40% of respondents were satisfied, fairly satisfied or very satisfied with local amenity space areas.

CHILDREN'S PLAY AREAS

There were 363 responses to this part of the question.

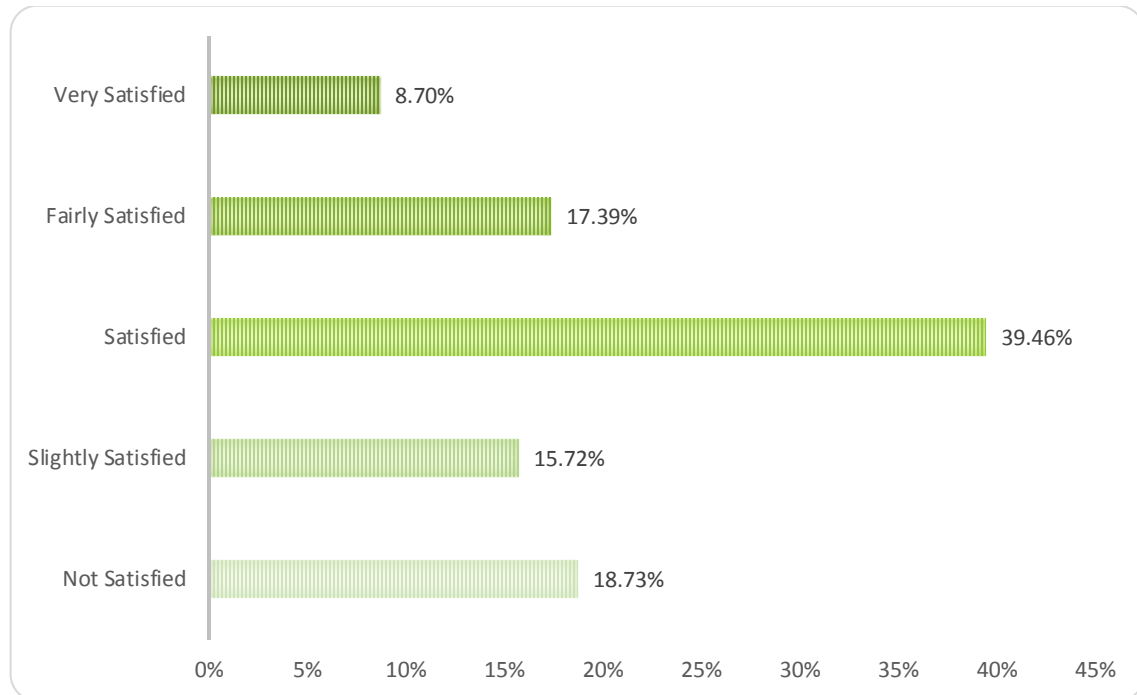


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	40	11.02%
Fairly Satisfied	101	27.82%
Satisfied	126	34.71%
Slightly Satisfied	56	15.43%
Not Satisfied	40	11.02%

73.55% of respondents were satisfied, fairly satisfied or very satisfied with local children's play areas.

ALLOTMENTS OR COMMUNITY GARDENS

There were 299 responses to this part of the question.

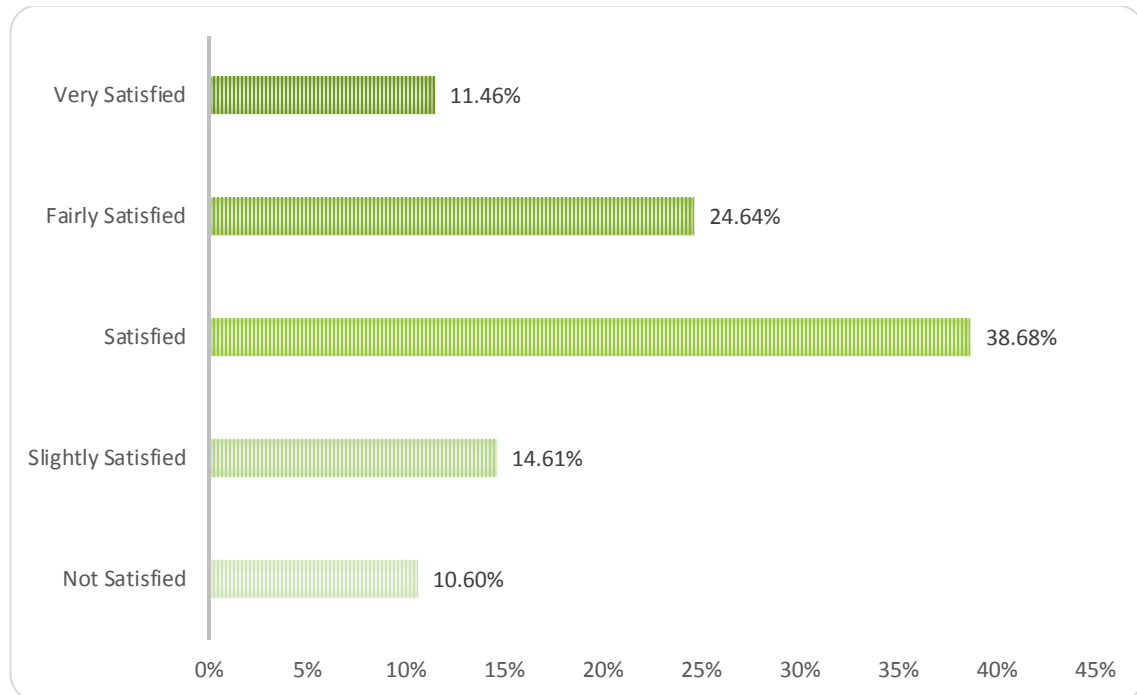


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	26	8.70%
Fairly Satisfied	52	17.39%
Satisfied	118	39.46%
Slightly Satisfied	47	15.72%
Not Satisfied	56	18.73%

65.55% of respondents were satisfied, fairly satisfied or very satisfied with local allotment or community garden areas.

PLAYING FIELD OR SPORTS PITCH AREAS

There were 349 responses to this part of the question.

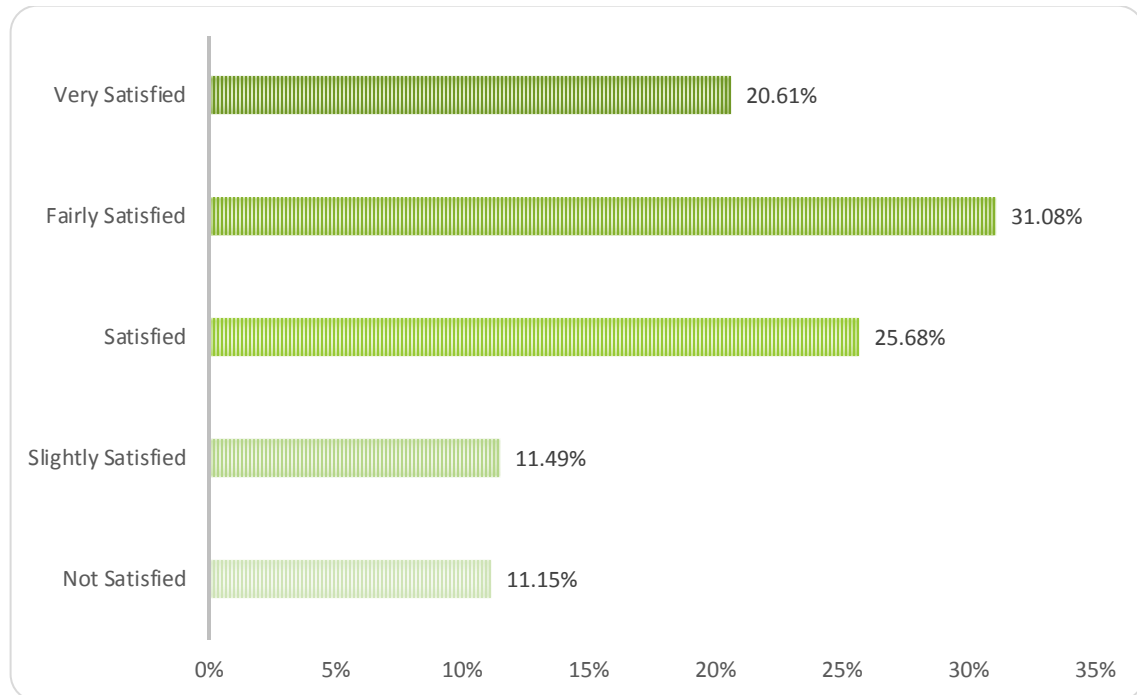


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	40	11.46%
Fairly Satisfied	86	24.64%
Satisfied	135	38.68%
Slightly Satisfied	51	14.61%
Not Satisfied	37	10.60%

74.78% of respondents were satisfied, fairly satisfied or very satisfied with local playing field or sports pitch areas.

BEACH OR SHORELINE AREAS

There were 296 responses to this part of the question.

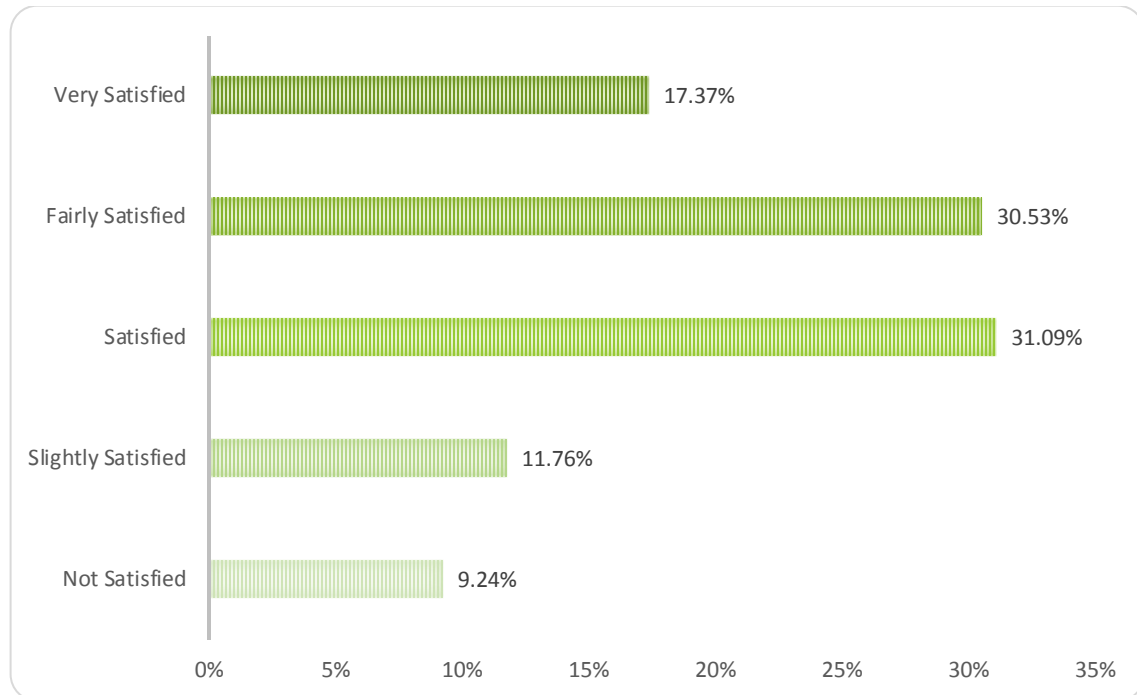


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	61	20.61%
Fairly Satisfied	92	31.08%
Satisfied	76	25.68%
Slightly Satisfied	34	11.49%
Not Satisfied	33	11.15%

77.37% of respondents were satisfied, fairly satisfied or very satisfied with local beach or shoreline areas.

NATURAL OR SEMI-NATURAL AREAS

There were 357 responses to this part of the question.

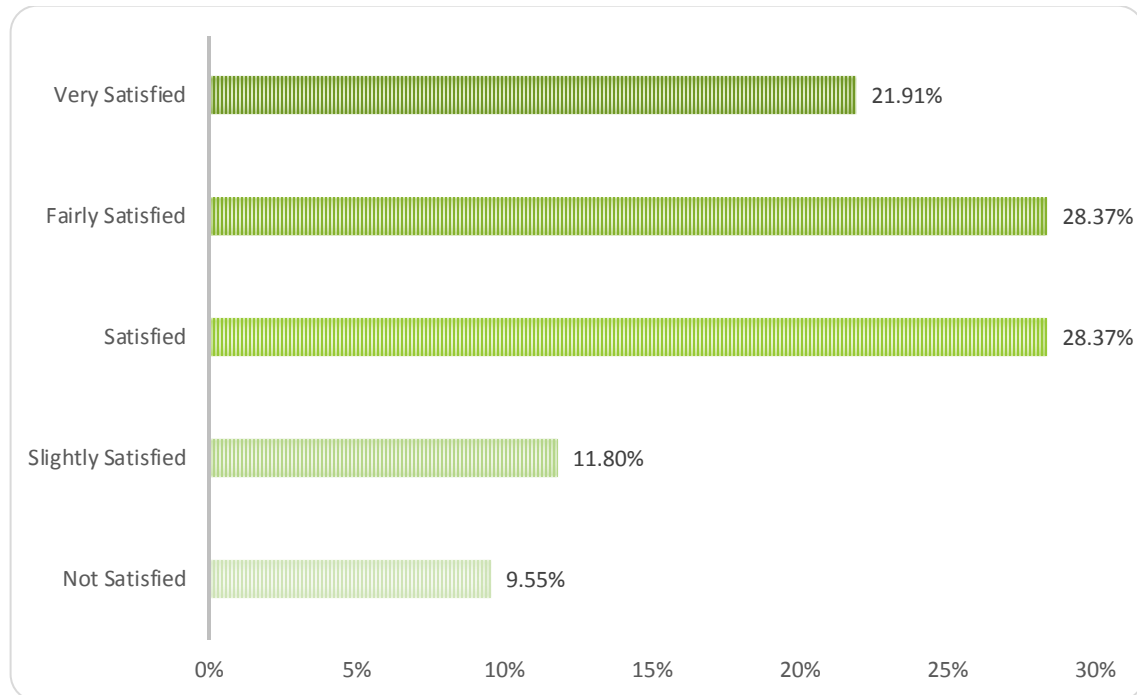


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	62	17.37%
Fairly Satisfied	109	30.53%
Satisfied	111	31.09%
Slightly Satisfied	42	11.76%
Not Satisfied	33	9.24%

78.99% of respondents were satisfied, fairly satisfied or very satisfied with local natural or semi-natural areas.

WOODLANDS

There were 356 responses to this part of the question.

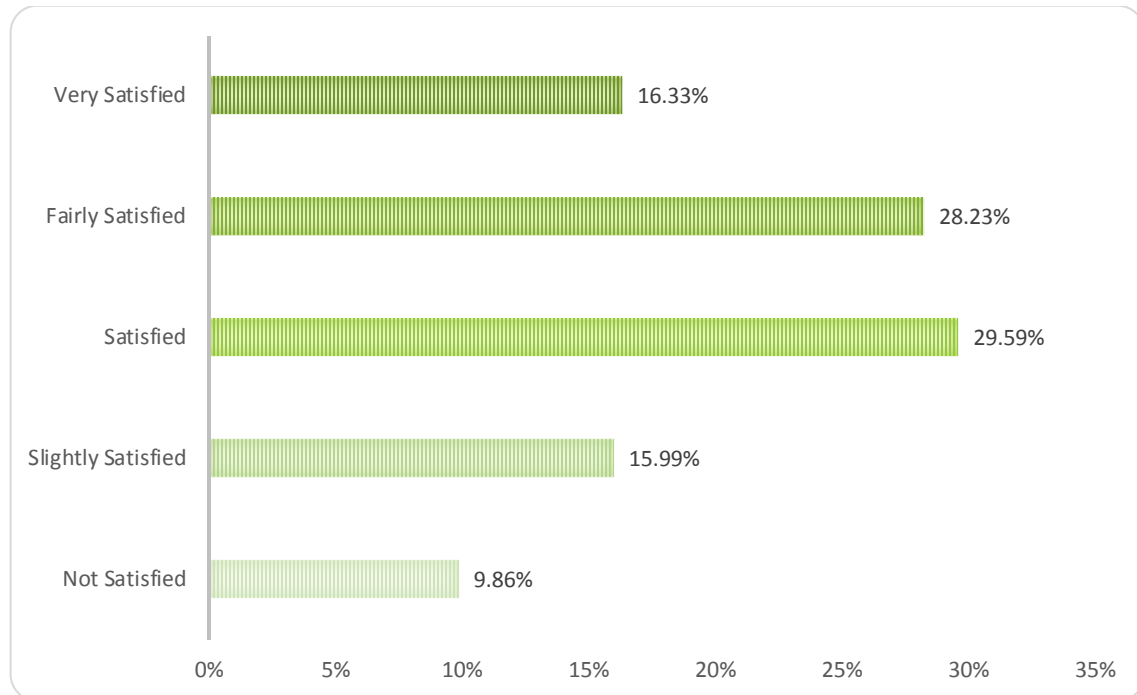


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	78	21.91%
Fairly Satisfied	101	28.37%
Satisfied	101	28.37%
Slightly Satisfied	42	11.80%
Not Satisfied	34	9.55%

78.65% of respondents were satisfied, fairly satisfied or very satisfied with local woodland areas.

NATURE RESERVES OR WILDLIFE SITES

There were 294 responses to this part of the question.

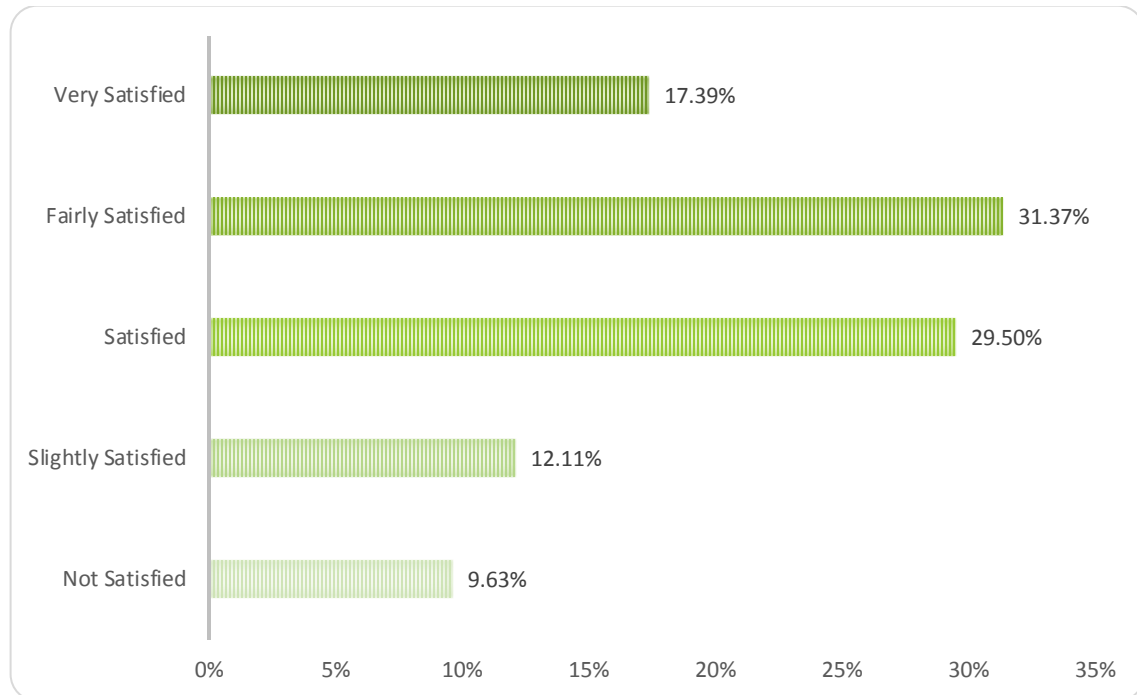


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	48	16.33%
Fairly Satisfied	83	28.23%
Satisfied	87	29.59%
Slightly Satisfied	47	15.99%
Not Satisfied	29	9.86%

74.15% of respondents were satisfied, fairly satisfied or very satisfied with local nature reserve or wildlife areas.

RIVERSIDE AREAS

There were 322 responses to this part of the question.

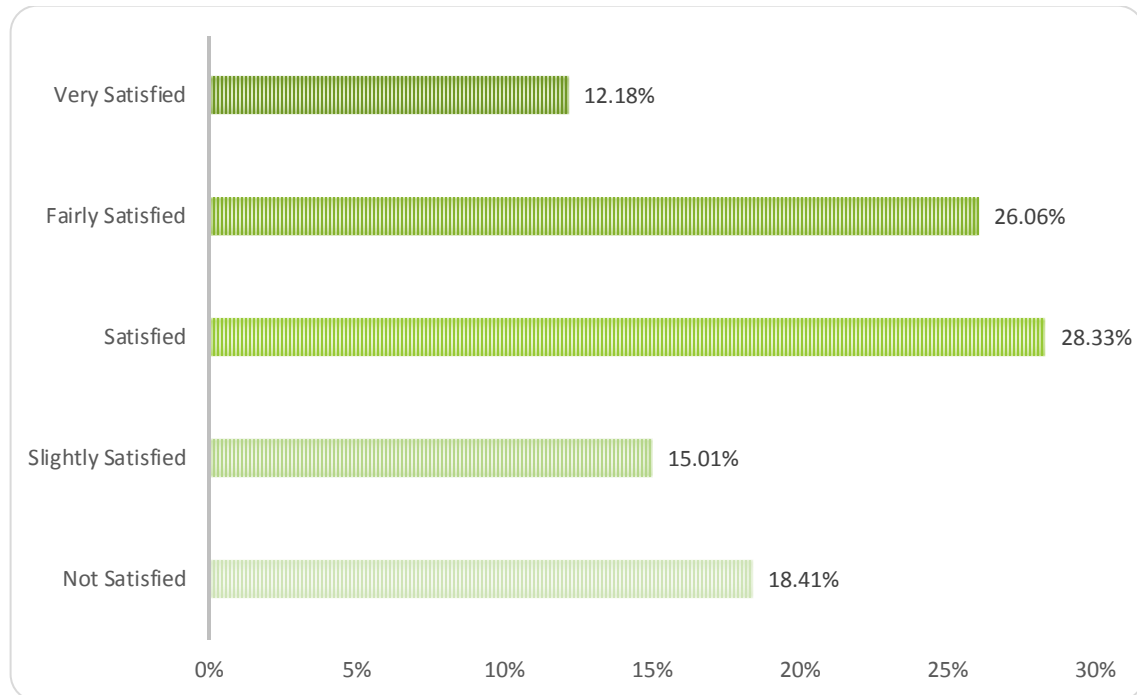


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	56	17.39%
Fairly Satisfied	101	31.37%
Satisfied	95	29.50%
Slightly Satisfied	39	12.11%
Not Satisfied	31	9.63%

78.26% of respondents were satisfied, fairly satisfied or very satisfied with local riverside areas.

WALKING OR CYCLING ROUTES

There were 353 responses to this part of the question.

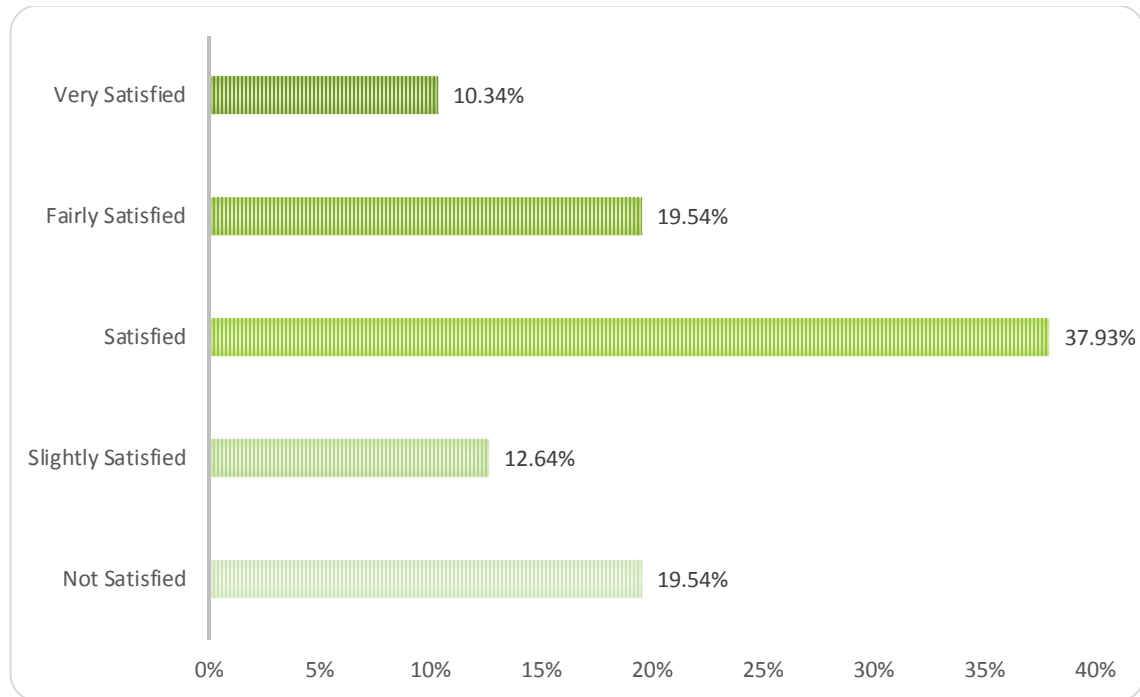


SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	43	12.18%
Fairly Satisfied	92	26.06%
Satisfied	100	28.33%
Slightly Satisfied	53	15.01%
Not Satisfied	65	18.41%

66.57% of respondents were satisfied, fairly satisfied or very satisfied with local walking or cycling routes.

OTHER LOCAL GREENSPACE AND OPEN SPACES AREAS

There were 87 responses to this part of the question.



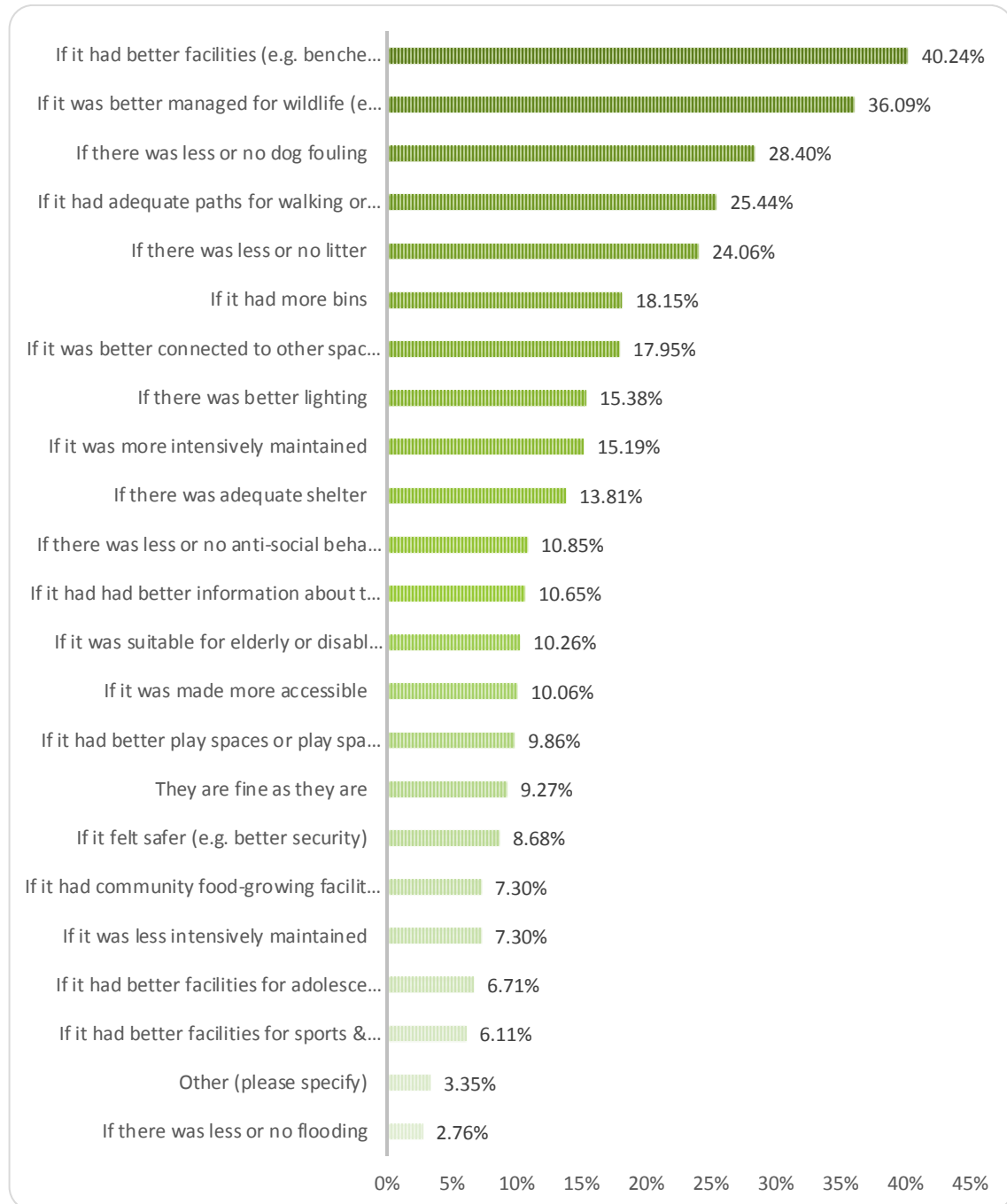
SUMMARY OF RESPONSES	TOTAL	PERCENT
Very Satisfied	9	10.34%
Fairly Satisfied	17	19.54%
Satisfied	33	37.93%
Slightly Satisfied	11	12.64%
Not Satisfied	17	19.54%

OTHER SUGGESTIONS: The most common other open space type specified were Green Access Routes, specifically The Deeside Way.

66.57% of respondents were satisfied, fairly satisfied or very satisfied with other local greenspace and open spaces areas.

25: WHAT, IF ANYTHING, WOULD ENCOURAGE YOU TO USE OR VISIT YOUR LOCAL GREENSPACE AREAS OR OPEN SPACES MORE OFTEN?

There were 507 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT	RANK
If it had better facilities (e.g. benches or toilets)	204	40.24%	1
If it was better managed for wildlife (e.g. wildlife enhancements such as tree and wildflower planting, long grass, wetlands, shrubs etc.)	183	36.09%	2
If there was less or no dog fouling	144	28.40%	3
If it had adequate paths for walking or cycling	129	25.44%	4
If there was less or no litter	122	24.06%	5
If it had more bins	92	18.15%	6
If it was better connected to other spaces	91	17.95%	7
If there was better lighting	78	15.38%	8
If it was more intensively maintained	77	15.19%	9
If there was adequate shelter	70	13.81%	10
If there was less or no anti-social behaviour	55	10.85%	11
If it had had better information about the space (e.g. information panels or signage)	54	10.65%	12
If it was suitable for elderly or disabled people	52	10.26%	13
If it was made more accessible	51	10.06%	14
If it had better play spaces or play space provision	50	9.86%	15
They are fine as they are	47	9.27%	16
If it felt safer (e.g. better security)	44	8.68%	17
If it had community food-growing facilities	37	7.30%	18
If it was less intensively maintained	37	7.30%	19
If it had better facilities for adolescents (e.g. skateparks, multi-use games areas)	34	6.71%	20
If it had better facilities for sports & recreation	31	6.11%	21
Other (please specify)*	17	3.35%	22
If there was less or no flooding	14	2.76%	23

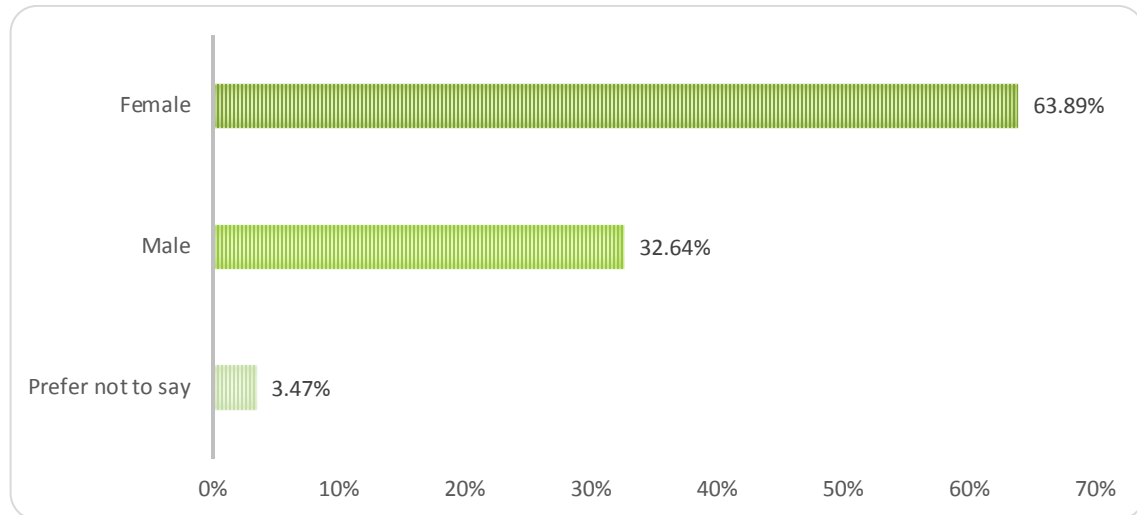
There were 36 responses to this part of the question.

OTHER SUGGESTIONS: The most common other options identified that would encourage respondents to use or visit local greenspace areas or open spaces more often were having more spaces available with respondents highlighting that a lack of available spaces nearby was a barrier to access. Protecting greenspace and open space areas from development to enable them to continue to be used as open spaces was also highlighted.

*Note some respondents selected other but didn't specify an associated other response.

26: WHAT IS YOUR SEX?

There were 576 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Female	368	63.89%
Male	188	32.64%
Prefer not to say	20	3.47%
Intersex	0	0.00%

Please tell us if you have any requirements around open spaces in relation to your sex.

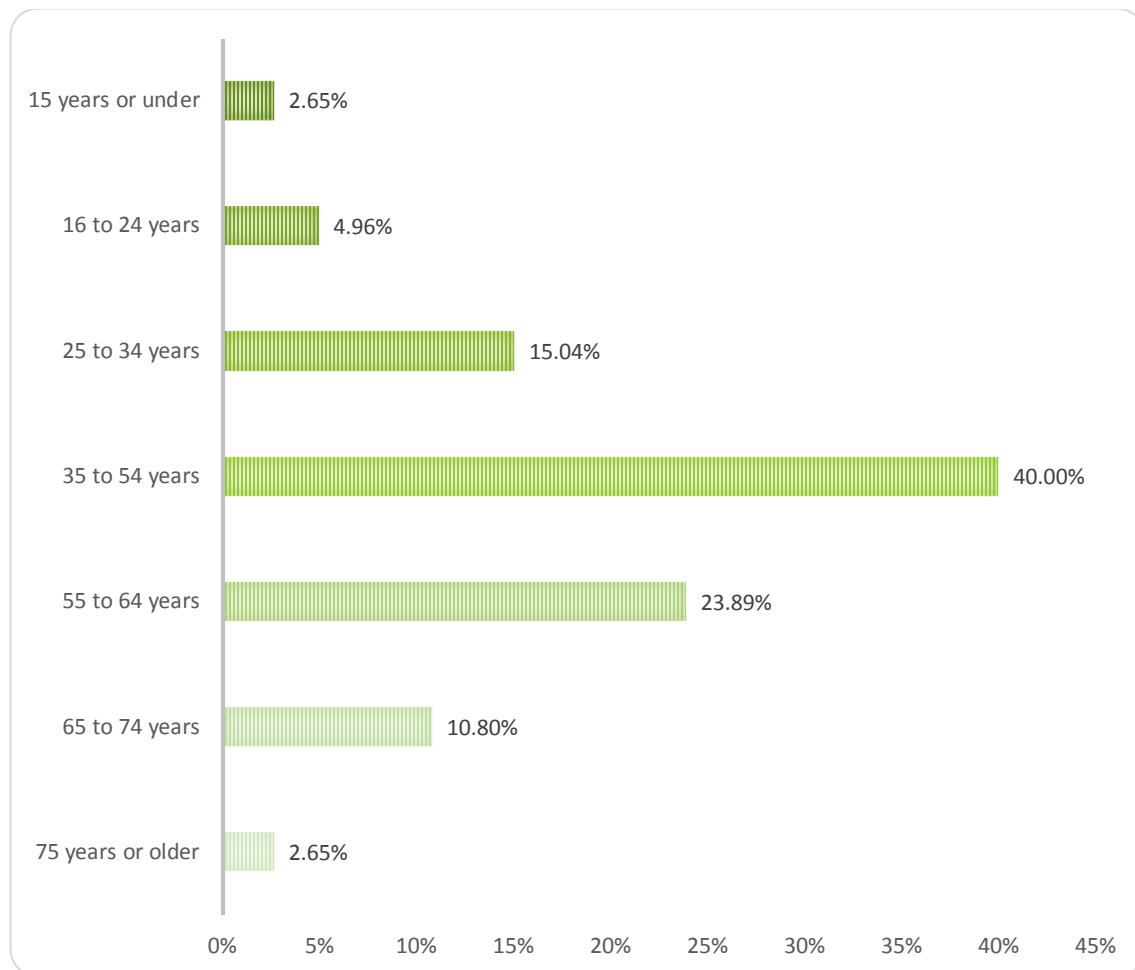
There were 18 responses to this part of the question.

COMMON THEMES AND SUGGESTIONS:

Some respondents expressed the need for better lighting, security and toilet facilities in green spaces, particularly at night.

27: WHAT IS YOUR AGE GROUP?

There were 565 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
15 years or under	15	2.65%
16 to 24 years	28	4.96%
25 to 34 years	85	15.04%
35 to 54 years	226	40.00%
55 to 64 years	135	23.89%
65 to 74 years	61	10.80%
75 years or older	15	2.65%
15 years or under	15	2.65%

Please tell us if you have any requirements around open spaces in relation to your age.

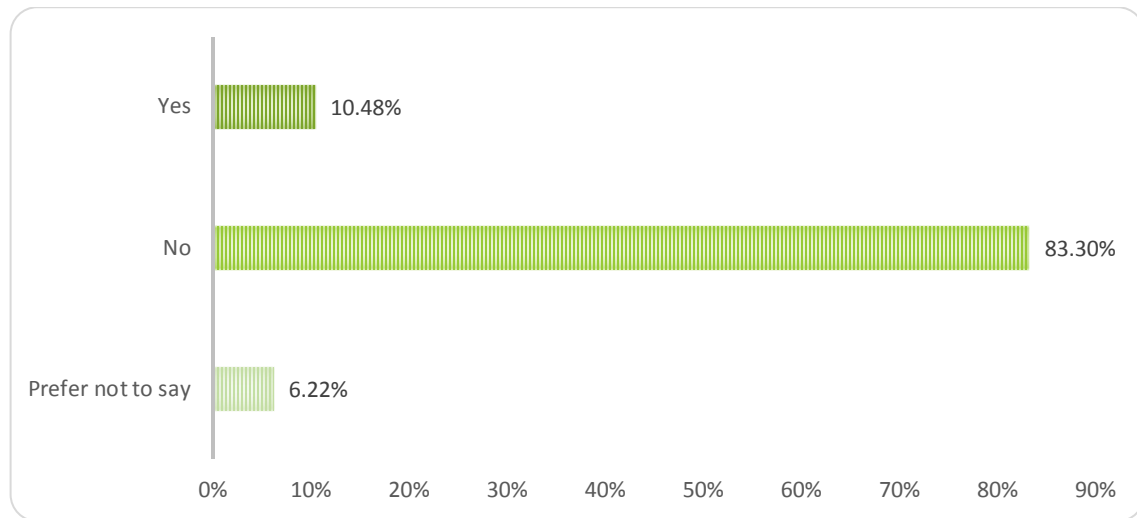
There were 35 responses to this part of the question.

COMMON THEMES AND SUGGESTIONS:

The need for more toilet facilities was highlighted by a number of respondents. The desire for exercise equipment and access to outdoor adult gym equipment and a variety of exercise equipment was expressed. Some respondents raised the issue of accessibility for people with disabilities or mobility problems, with more hard surfaced paths and better maintained surfaces that are suitable for wheelchairs users requested along with the need for more seating and benches for rest.

28: DO YOU HAVE A MEDICAL CONDITION OR DISABILITIES WHICH MAY AFFECT YOUR CHOICE OR USE OF GREENSPACE OR OPEN SPACES AREAS?

There were 563 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
Yes	59	10.48%
No	469	83.30%
Prefer not to say	35	6.22%

Please tell us if you have any suggestions or needs around open spaces in relation to your disability or medical condition.

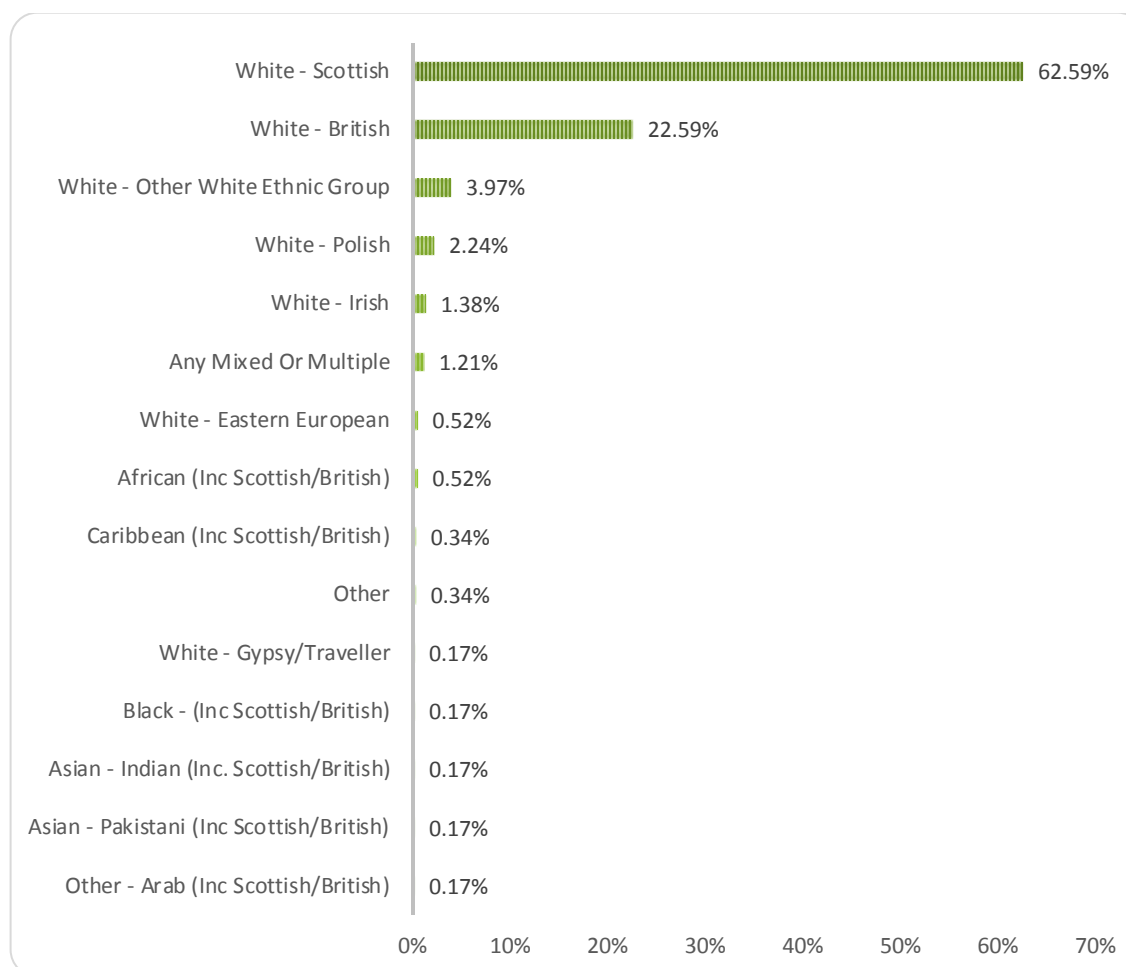
There were 30 responses to this part of the question.

COMMON THEMES AND SUGGESTIONS:

Respondents mention several barriers that prevent them from accessing or enjoying green spaces, such as lack of public toilets, benches, handrails, lights and paths. The need for more toilet facilities, seating, wheelchair accessible benches and good quality well maintained paths to improve accessibility was also highlighted.

29: WHAT IS YOUR ETHNIC GROUP?

There were 560 responses to this part of the question.



SUMMARY OF RESPONSES	TOTAL	PERCENT
White - Scottish	363	62.59%
White - British	131	22.59%
White - Other White Ethnic Group	23	3.97%
White - Polish	13	2.24%
White - Irish	8	1.38%
Any Mixed or Multiple	7	1.21%
White - Eastern European	3	0.52%
African (Inc Scottish/British)	3	0.52%
Caribbean (Inc Scottish/British)	2	0.34%
Other	2	0.34%
White - Gypsy/ Traveller	1	0.17%
Black - (Inc Scottish/British)	1	0.17%

Asian - Indian (Inc. Scottish/British)	1	0.17%
Asian - Pakistani (Inc. Scottish/British)	1	0.17%
Other - Arab (Inc. Scottish/British)	1	0.17%

There were no suggestions or needs around open spaces in relation to ethnicity identified.

30: WHAT IS YOUR POST CODE?

There were 434 valid responses to this part of the question.

ELECTORAL WARD NAME	TOTAL	PERCENTAGE
Airyhall / Broomhill / Garthdee	38	8.8%
Bridge of Don	54	12.4%
Dyce / Bucksburn / Danestone	24	5.5%
George St / Harbour	25	5.8%
Hazlehead / Queens Cross / Countesswells	48	11.1%
Hilton / Woodside / Stockethill	18	4.1%
Kincorth / Nigg / Cove	33	7.6%
Kingswells / Sheddocksley / Summerhill	16	3.7%
Lower Deeside	31	7.1%
Midsocket / Rosemount	41	9.4%
Northfield / Mastrick North	10	2.3%
Tillydrone / Seaton / Old Aberdeen	24	5.5%
Torry / Ferryhill	72	16.6%
Total Respondents	434	100.0%

Note these are estimated figures due to instances where postcodes can cover multiple wards and instances of incorrect postcodes being provided which had to be excluded from the results.



Climate & Environment Policy Service

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen Rapid Transit – Recommended Network Routeing
REPORT NUMBER	CR&E/24/161
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Kirsty Chalmers
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

- 1.1 To present recommendations on the desired routes for the proposed Aberdeen Rapid Transit (ART) network in order to enable further progression of the Strategic Business Case.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 Note the findings of the ART Routeing Appraisal, as presented in Appendix 1.
- 2.2 Note the views of the North East Bus Alliance on the proposed ART routes, as highlighted at 3.19.
- 2.3 Agree the proposed ART routes as outlined at Figure 1 and 3.8-3.18 to be the desired network upon which to continue to develop the business case for ART.
- 2.4 Agree that the multi-modal corridor studies be concluded at the end of Scottish Transport Appraisal Guidance (STAG) Detailed Options Appraisal and that the bus priority infrastructure options that align with the agreed ART routes as identified at 2.3 above, be incorporated within the overall ART Business Case development process, as illustrated at Figure 2, rather than continue as standalone projects.
- 2.5 Agree that those actions identified in the Multi-Modal Corridor Studies that do not align with the proposed ART network be progressed through separate workstreams as appropriate.
- 2.6 Instruct the Chief Officer – Strategic Place Planning to report back to this Committee on the ART Strategic Business Case by the end of the 2024/25 financial year, including further exploration of the costs and risks associated with both a Bus Service Improvement Partnership (BSIP) and Franchise approach, and prior to moving to Outline Business Case.

- 2.7 Instruct the Chief Officer – Strategic Place Planning to engage with bus operators, through the North East Bus Alliance, on the options for delivery of ART along these desired routes through a partnership approach.
- 2.8 Instruct the Chief Officer – Strategic Place Planning to undertake further engagement, as appropriate, with the public and stakeholders on the development of ART to inform the Strategic Business Case, encompassing and superseding previously agreed actions for engagement on the individual corridors, and therefore enabling future engagement to be better aligned and set within the context of the wider ART vision and programme.

3. CURRENT SITUATION

- 3.1 The [Vision for Aberdeen Rapid Transit](#) (ART) was first identified in the 2021 approved Nestrans Regional Transport Strategy (RTS) as an ambition to develop a high quality, high frequency mass transit network across the city on key corridors and linking key destinations, supported by Park & Ride facilities. ART has the potential to support long-term sustainable growth and support local priorities including city centre regeneration, reducing carbon emissions, improving air quality, improving accessibility and connectivity, increasing active travel and supporting healthy lifestyles. ART now also has national recognition in Transport Scotland's Strategic Transport Projects Review 2 (STPR2) and in the revised National Planning Framework 4 (NPF4).
- 3.2 The [Vision for ART](#) is for a high quality bus rapid transit system delivering a cross-city network connecting key destinations across the city and connected to park and ride sites. A tram-like solution, it aims to deliver fast, frequent and reliable public transport services through high segregation from general traffic, high frequency and high capacity vehicles, off-board fare collection and efficient boarding and alighting. The aim is to deliver significantly faster and more reliable journey times, enhanced connectivity, accessibility and quality.
- 3.2 Following development of the ART Vision, the North East Bus Alliance was successful in its bid to the Scottish Government's Bus Partnership Fund (BPF) to undertake a STAG Appraisal and develop the Business Case for ART. The BPF has also funded a series of multi-modal corridor studies considering options for improving transport connections and infrastructure on four key arterial corridors into Aberdeen. These multi modal corridor studies are developing the bus priority measures that will be required to deliver ART. Progress on these corridor studies was reported to this committee in March 2024 ([Bus Partnership Fund report](#)).
- 3.3 Through the Bus Partnership Fund, the [Case for Change](#) was established for ART in a report published in May 2022 which identified the problems and opportunities the scheme seeks to address, evidenced the rationale for the development of ART, and set out the associated Transport Planning Objectives (TPOs). A Preliminary and then [Detailed Options Appraisal](#) followed, considering the form of ART in terms of infrastructure, vehicles and services as well as the delivery mechanisms available, primarily Bus Service Improvement Partnerships (BSIP) and Franchising approaches.

- 3.4 At its meeting on 9th May 2023, this Committee considered the Detailed Options Appraisal and agreed to endorse the decisions of the Nestrans Board which included:
- a) Agreement to work with partners of the North East Bus Alliance to continue to develop a Bus Service Improvement Partnership (BSIP) agreement that could support the delivery of ART and explore with bus operators what could be achieved through this mechanism.
 - b) In parallel to further explore the costs and risks associated with both a BSIP and a franchise approach in order to fully understand the likely financial implications (both in terms of set up and ongoing revenue costs).
 - c) Further consideration to establish the desired routeing and interchange points for the ART corridors and services.
 - d) Further investigation and quantification of the wider economic and social benefits that ART may bring to the region.
 - e) More detailed financial analysis of operating costs and revenues to firm up on the level of commercial viability and risk associated with both a BSIP and franchising approach.
- 3.5 Item a) is being progressed by the North East Bus Alliance, with work being led by Aberdeenshire Council.
- 3.6 Items b), d) and e) are being explored through the Strategic Business Case for ART, funding for which has been secured through the City Region Deal and which will be reported back to this Committee on completion.
- 3.7 This report presents the findings of an appraisal of the routeing and interchange options for ART, in line with point c) above, and makes recommendations on a desired network on which to base the further development of the business case.

Recommended Aberdeen Rapid Transit Network

- 3.8 An appraisal of routeing options for ART, based on the high level vision set out in the RTS, was carried out by consultants Stantec, with support from Systra. The full report, detailing the outcomes of this appraisal is provided in Appendix 1 of this report and included two core strands of work:
- Engagement with:
 - Nestrans and Council officers;
 - Bus operators; and
 - Elected members from Aberdeen City and Aberdeenshire through a workshop held on 8th March 2024.
 - Modelling using the ASAM19 strategic transport model to provide quantitative analysis to compare options and inform decision making.
- 3.5 Given the main points raised during engagement and the evidence provided through the modelling outcomes, it is recommended that the ART network is made up of two cross-city routes as described below and illustrated in Figure 1. Subject to agreement, this desired network will form the basis of future work

to develop the business case for ART with further refinement of the routes and operational details as the project progresses.

Figure 1 Recommended Aberdeen Rapid Transit Network

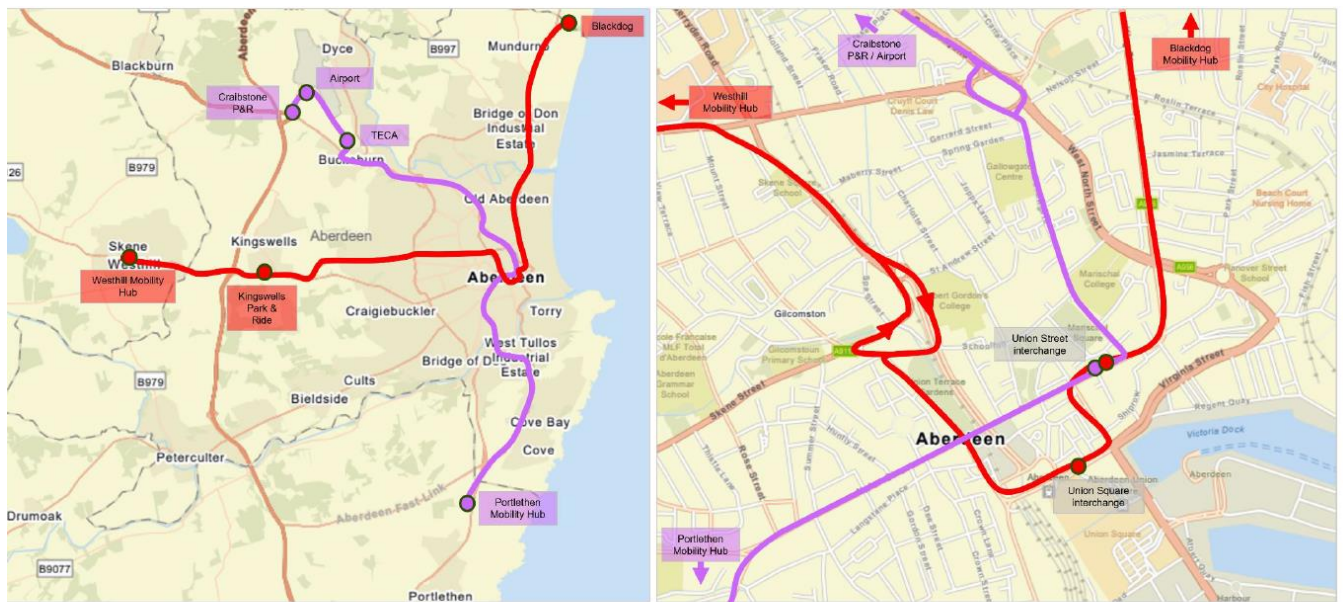


Figure 7.1: Recommended ART Network

'Red line' - Blackdog to Westhill

- 3.7 Starting in the north at a new mobility hub, incorporating park & ride facilities at Blackdog. The new development site provides the opportunity to identify land for a purpose built facility (although discussion with the developer of this site is still required).
- 3.8 For delivery in the shorter term, the existing park & ride site at Bridge of Don could be used and there may be a desire to retain some park & ride provision here in the longer term with access to ART stops from the main carriageway.
- 3.9 The route would then run via the A92, King Street, the new city centre bus priority on Market Street, Guild Street and Bridge Street, Union Terrace, Skene Square, A944 Lang Stracht connecting to the Foresterhill Health Campus and on to Kingswells, terminating at a new mobility hub / park & ride in Westhill.
- 3.10 Running to Westhill instead of terminating at the existing park & ride facility at Kingswells is anticipated to increase the potential for modal shift to bus on this corridor.
- 3.11 For delivery in the shorter term, the existing park & ride site at Kingswells could also be used. There would likely remain a requirement to retain some park & ride facilities at Kingswells and the site also provides potential for mobility hub and depot facilities if required.
- 3.12 This ART line would provide cross city connections and therefore enhanced accessibility to key destinations including Aberdeen University, Frederick Street Health Village, Union Square, Bus and Rail Stations, Foresterhill Health Campus, Prime Four and Westhill as well as connecting to new development sites at Blackdog, Cloverhill and Maidencraig.

Purple Line – Craibstone Park & Ride to Portlethen

- 3.14 Starting at the existing park & ride facility at Craibstone with connections to the Airport and TECA (although consideration and discussion with key stakeholders is required to determine the most appropriate routing to serve all three sites).
- 3.15 The route would then run via the A96, Great Northern Road, Powis Terrace, Powis Place, Mounthooly roundabout, Gallowgate, Broad Street, Union Street, Holburn Street, Great Southern Road, West Tullos Road, Wellington Road and the A92, terminating in the south at a new park & ride / mobility hub facility at Portlethen.
- 3.17 This ART line would provide cross city connections and therefore enhanced accessibility to key destinations including Aberdeen College, Union Street, the west end of Union Street, Kincorth and destinations along Wellington Road.
- 3.18 The two cross-city routes as set out above would ensure ART serves Union Square (and as such connect to the railway station and bus station, utilising the recently introduced bus priority here) in addition to the full length of Union Street. The two services would interchange at the eastern end of Union Street between Market Street and King Street, as well as at the junction of Union Terrace and Union Street. High frequency and reliable services would enable seamless interchange between the two lines further enhancing connectivity across the city.
- 3.19 This desired network was considered by the North East Bus Alliance at its meeting on 2nd May 2024 with the Bus Alliance supportive of working in partnership to explore options for delivering ART along these routes. It was acknowledged that there will need to be further and more detailed assessment of the impact of ART on the wider bus network as the work progresses, to ensure potential impacts and opportunities are fully understood and considered.

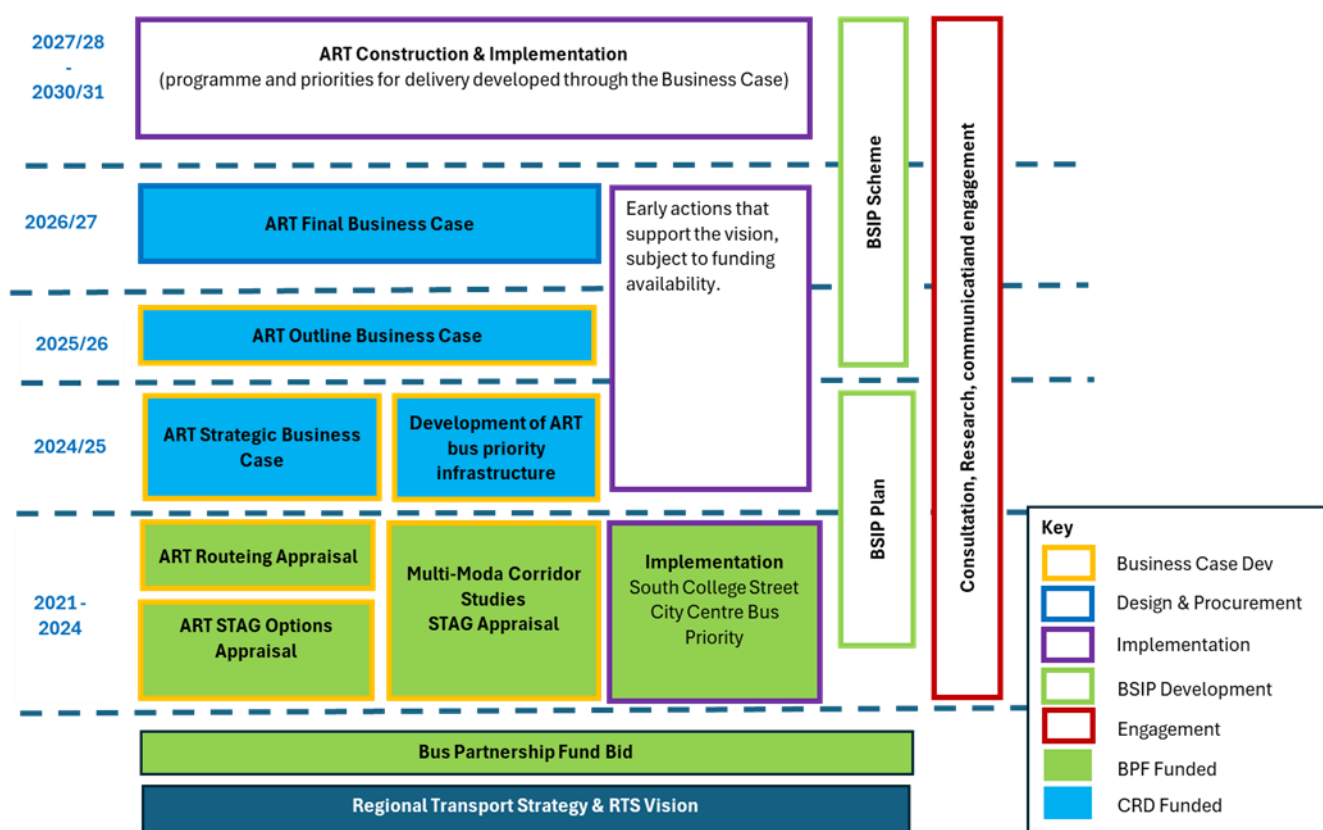
Development of the Strategic Business Case (SBC)

- 3.20 As reported to this Committee in March 2024, funding has been secured through the City Region Deal to progress the business case development for ART, including progression of the multi-modal corridor studies.
- 3.21 An agreed ART network at this stage will:
- allow the progression of the ART Strategic Business Case;
 - will enable Bus Alliance partners to engage in discussions on options for delivery;
 - will enable more detailed assessment of bus priority options aligned with the network aim for ART; and
 - will provide a clearer foundation for engagement with stakeholders and the public on the vision for ART and the destinations and communities it aims to serve.
- 3.22 The move from Bus Partnership Funding to City Region Deal funding has also provided an opportunity to re-structure the programme of work and better

align the work being done through the corridor studies with the overarching ART programme. This will enable a better understanding of how all the workstreams fit together and allow engagement to be undertaken on the corridor infrastructure within the context of the strategic longer term vision for ART.

3.23 Figure 2 below provides details of the work that has been undertaken to date through the BPF and how it is proposed this is structured going forward.

Figure 2 ART project programme



3.24 At the end of the ART STAG Detailed Options Appraisal, there was a clear desire to continue to pursue the development of the full ART vision. However, it was clear that there were a considerable number of uncertainties around costs, value for money and deliverability that required further consideration to enable the ART project and the development of supporting bus priority to move forward on a preferred pathway.

3.25 On advice from Transport Scotland’s Bus Partnership Fund team it was agreed that further development of ART would be undertaken through continued development of the Strategic Business Case. This work will develop the options for ART further and establish more detail around the economic, commercial, financial and management aspects of delivery.

Engagement

3.26 Engagement on ART to date has taken the form of:

- Engagement on the vision for ART through the development of the Regional Transport Strategy;
- Market research which sought the public's views on the existing public transport network in Aberdeen and a potential new ART network and services, undertaken in late 2022 to inform the ART detailed options appraisal;
- Engagement on the options for bus priority and active travel improvements on each of the four proposed ART corridors, undertaken through the multi-modal corridor studies;
- A programme of stakeholder, elected member and business briefings undertaken during 2022 and 2023 on the ART vision and proposals;
- Face to face visits to 318 businesses with frontages on ART corridors during February 2023 to raise awareness of ART and invite them to a business briefing; and
- Focus groups with a representative sample of local residents to test views on ART.

3.27 Engagement will continue to be key to informing the development of ART and will form an integral part of the business case development. To date, engagement on the bus priority infrastructure through the multi-modal corridor studies has been separate to the development of ART. It is recommended that this be more aligned going forward and that a programme wide engagement strategy be developed enabling any engagement on bus priority infrastructure to be clearly set in the context of one of the two ART lines proposed above.

3.28 At its meeting on 27th March 2024, this Committee agreed to 'instruct the Chief Officer – Strategic Place Planning to, as funding permits, undertake public and stakeholder consultation on the options established through the Inverurie to Aberdeen (A96) corridor study options appraisal, and to report the preferred option or options relevant to Aberdeen City Council back to this Committee once completed'. As one of the ART corridors, it is proposed that this action be encompassed within wider engagement on ART, rather than a standalone exercise, allowing it to be better aligned with and set within the context of the wider ART vision and programme. It is proposed that this approach is adopted for all ART corridors going forward.

4. FINANCIAL IMPLICATIONS

4.1 Since 2021 the Aberdeen Rapid Transit project, including the appraisal of routeing options has been funded through Transport Scotland's Bus Partnership Fund. As reported to this Committee in March 2024, the Bus Partnership Fund has now been paused however funding has been secured through the City Region Deal to continue to progress the business case development for ART, including progression of the multi-modal corridor studies, also previously funded through the BPF. There are therefore no direct financial implications for the Council arising from the recommendations of this report.

5. LEGAL IMPLICATIONS

- 5.1 The transfer of this project from the Bus Partnership Fund to the City Region Deal entails a change in the governance framework which will now see progress reported through the CRD governance structure as part of reporting on the Strategic Transport Appraisal workstream. Engagement with Transport Scotland will continue through the City Region Deal.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 Proposals for ART aim to encourage mode shift away from private car to public transport thus reducing harmful emissions and contributing to Net Zero carbon emissions.
- 6.2 There are no environmental implications arising directly from this report. Delivery of the projects described in this report may have environmental implications, and these will be captured in future assessments and reported to Committee as projects move forward to through the business case stages.

7. RISK

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <small>*taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Pausing or delaying the wider ART programme risks undermining the Council's ability to achieve a range of transport, health, environmental and economic objectives associated with delivery of a step change improvement in public transport provision.	Funding secured through the City Region Deal to enable progression of the Business Case and bus priority infrastructure options.	Low	Yes
Compliance	Risk of non-compliance with external funding grant conditions.	Ensure officers are aware of conditions and deliver projects in accordance with these.	Low	Yes
Operational	Risk of bus operator partners unwilling to work in partnership to deliver the ART vision.	Engagement with bus operators on aspirations and the outcomes of the work to date and continue to explore	Medium	Yes

		alternative delivery mechanisms		
Financial	Risk that delays to the programme impact on the Councils ability to maximise funding secured through the City Region Deal.	Funding secured from the CRD for the next three years (until the end of the current deal).	Medium	Yes
Reputational	Work undertaken to date has introduced the vision for ART and raised expectations – if the Council does not continue with this work it could be seen to be abandoning aspirations or principles or seen to have wasted public money on work that is not being taken forward to fruition.	Continue developing ART and the required bus priority measures along the recommended routes.	Low	Yes
Environment / Climate	Pausing or delaying the ART programme risks undermining the Council's ability to achieve air quality and net zero targets, given that a modal shift to public transport and active travel is a key means of reducing emissions.	Continue developing ART and the required bus priority measures along the recommended routes.	Low	Yes

8. OUTCOMES

Council Delivery Plan 2024	
Impact of Report	
Aberdeen City Council Policy Statement Working in Partnership for Aberdeen	<p>The proposals within this report support the delivery of the following aspects of the policy statement:-</p> <ul style="list-style-type: none"> <i>Working with the Scottish Government and NESTRANS to improve the city's bus network, including considering options for an Aberdeen Rapid Transit network, with the support of the Scottish Bus Fund, and consider options for council-run services in the city.</i>
Local Outcome Improvement Plan	

Prosperous Place Stretch Outcomes	<p><i>The proposals within this report support the delivery of LOIP Stretch Outcomes:</i></p> <ul style="list-style-type: none"> • <i>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, in that measures to encourage modal shift from private car to active travel and public transport will have a positive impact on emissions; and</i> • <i>14 - Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026, in that the projects look to support more people travelling by walking, cycling and public transport.</i>
<p>Regional and City Strategies</p>	<p>The proposals in this report support delivery of the Nestrans Regional Transport Strategy, particularly the following elements: Increasing the number of people travelling actively for health and the environment; Delivering Aberdeen Rapid Transit; Improving the region's bus network; and Reducing emissions from transport.</p> <p>They contribute towards achieving the outcomes of the current Local Transport Strategy, particularly: Increased modal share for public transport and active travel; Reduced the need to travel and reduced dependence on the private car; and Improved air quality and the environment.</p> <p>They also contribute towards achieving the following outcomes of the Net Zero Mobility Strategy: Increased number of people taking public transport; Increased number of people walking and wheeling; and Reduced emissions from transport.</p> <p>The proposals support the City Centre Masterplan by developing high quality, faster and reliable public transport options to improve access to the city centre, reducing emissions and improving air quality.</p>

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 Linked throughout the report.

11. APPENDICES

11.1 Appendix 1 – Aberdeen Rapid Transit Routeing Analysis – Technical Report

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Aberdeen Rapid Transit Routeing Analysis

Technical Report

On behalf of: Nestrans and the North East Bus Alliance

Project Ref: 330610570 | Rev: A | Date: May 2024

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Contents

Executive Summary	1
1 Background.....	4
2 Overview of work to inform ART Routeing	6
2.1 Overview.....	6
3 Determining the Routeing Tests	7
3.1 Methodology	7
3.2 Earlier analysis	7
3.3 Routeing – Discussion of Corridors and Terminus Points.....	8
3.4 Routeing Tests	17
3.5 Modelling and Assumptions	31
4 Elected Members Engagement	33
4.1 Introduction.....	33
4.2 Workshop Feedback.....	33
5 Testing Outcomes	35
5.1 Introduction.....	35
5.2 Caveats	35
5.3 Network Wide Overview – Core Test	35
5.4 Corridor Analysis Overview	37
5.5 North Corridor.....	38
5.6 North-West Corridor	46
5.7 West Corridor	51
5.8 South Corridor	59
5.9 Alternative Cross-City ART service Routeing	65
5.10 Three cross-city ART Service Routes	67
5.11 Comparisons across all tests	71
5.12 Network Viability	74
6 Appraisal Review.....	75
6.1 Introduction.....	75
6.2 Transport Planning Objectives	75
6.3 STAG Criteria	76
7 Conclusions and Summary	79
7.1 Overview.....	79
7.2 Conclusions	79
7.3 Summary	81

Figures

Recommended ART Network.....	3
Figure 2:1: Tasks to inform ART routeing	6

Figure 3:1: ART corridors under consideration	9
Figure 3:2: North Corridor Considerations	9
Figure 3:3: North-West Corridor Considerations – West end of corridor - Terminus points and routeing 11	
Figure 3:4: North-West Corridor Considerations – East end of corridor - Routes into city centre	12
Figure 3:5: West Corridor Considerations	13
Figure 3:6: West Corridor Considerations – Routeing into city centre from A944	15
Figure 3:7: South Corridor Considerations	16
Figure 3:8: Core Test – Routeing and city centre interchange	21
Figure 3:9: Test A1 – Routeing and city centre interchange - <i>Airport routeing</i>	22
Figure 3:10: Test A2 – Routeing and city centre interchange - <i>Craibstone and Airport routeing (ART both clockwise and anti-clockwise at western terminus)</i>	23
Figure 3:11: Test B1 – Routeing and city centre interchange - Cloverhill	24
Figure 3:12: Test B2– Routeing and city centre interchange – Blackdog	25
Figure 3:13: Test C1– Routeing and city centre interchange - Westhill	26
Figure 3:14: Test C2– Routeing and city centre interchange – A9119 Routeing	27
Figure 3:15: Test D – Routeing and city centre interchange – Routeing via Holburn Street / Great Southern Road / West Tullos Road / Wellington Road	28
Figure 3:16: Test E – Routeing and city centre interchange – Changed cross-city connectivity	29
Figure 3:17: Test F– Routeing and city centre interchange – Three ART lines variant	30
Figure 5:1: Passenger Flow Changes (AM Peak Hour) – Reference Case vs Core Test	36
Figure 5:2: Road Demand Flow Changes (AADT) – Reference Case vs Core Test	36
Figure 5:3: Inner, Mid and ART Cordon locations	38
Figure 5:4: North Corridor Tests (Core, B1 and B2)	39
Figure 5:5: Passenger Flow Changes (AM Peak Hour) – Core Test vs Test B1 and B2	43
Figure 5:6: Road Traffic Demand Flow Changes (AADT) –Core Test vs Test B1 and Test B2	44
Figure 5:7: North-West Corridor Tests (Core, A1 and A2)	46
Figure 5:8: Passenger Flow Changes (AM Peak Hour) – Core Test vs Test A1 and A2	49
Figure 5:9: Road Traffic Demand Flow Changes (AADT) –Core Test vs Test A1 and Test A2	50
Figure 5:10: West Corridor Tests (Core, C1 and C2)	51
Figure 5:11: Bus Passenger Flow Changes (AM Peak Hour) – Core Test vs Test C1 and C2	56
Figure 5:12: Road Traffic Demand Flow Changes (AADT) –Core Test vs Test C1 and Test C2	57
Figure 5:13: South Corridor Tests (Core and D1)	59
Figure 5:14: Passenger Flow Changes (AM Peak Hour) – Core Test vs Test D	63
Figure 5:15: Road Traffic Demand Flow Changes (AADT) – Core Test vs Test D	64
Figure 5:16: Alternative cross-city routeing test (Core and Test E)	65
Figure 5:17: Alternative cross-city routeing test (Core and Test F)	67
Figure 5:18: Passenger Flow Changes (AM Peak Hour) – Core Test vs Test F	69
Figure 5:19: Road Traffic Demand Flow Changes (AADT) –Core Test vs Test F	70
Figure 7:1: Recommended ART Network	82

Tables

Table 3:1: ART Routeing Tests	17
Table 4:1: Elected Member Workshop Feedback	33
Table 5:1: Travel time – Bus (North Corridor Tests)	40
Table 5:3: Bus Passenger 12-hour passenger flow across the cordons (North Corridor Tests)	43
Table 5:4: General road traffic 12-hour flow across the cordons (North Corridor Tests)	44
Table 5:5: P&R Usage – average AM and inter-peak occupancy (North Corridor Tests)	45
Table 5:6: Travel time – Bus (North-West Corridor Tests)	47
Table 5:7: Travel time and distance – General Road Traffic (North-West Corridor Tests)	48
Table 5:8: Bus Passenger 12-hour passenger flow across the cordons (North-West Corridor Tests)	49
Table 5:9: General road traffic 12-hour flow across the cordons (North-West Corridor Tests)	50
Table 5:10: P&R Usage - average AM and inter-peak occupancy (North-West Corridor Tests)	51
Table 5:11: Travel time – Bus (West Corridor Tests)	53
Table 5:12: Travel time and distance – General road traffic (West Corridor Tests)	54
Table 5:13: Bus Passenger 12-hour passenger flow across the cordons (West Corridor Tests)	56
Table 5:14: General road traffic 12-hour flow across the cordons (West Corridor Tests)	57

Table 5:15: P&R Usage - average AM and inter-peak occupancy (West Corridor Tests)	58
Table 5:16: Travel time – Bus (South Corridor Tests).....	60
Table 5:17: Travel time and distance – General road traffic (South Corridor Tests)	61
Table 5:18: Bus Passenger 12-hour passenger flow across the cordons (South Corridor Tests).....	63
Table 5:19: General Road Traffic 12-hour passenger flow across the cordons (West Corridor Tests)	64
Table 5:20: P&R Usage - average AM and inter-peak occupancy (West Corridor Tests).....	65
Table 5:21: Bus Passenger 12-hour passenger flow across the cordons (Alternative cross-city routeing test)	66
Table 5:22: General Road Traffic 12-hour passenger flow across the cordons (Alternative cross-city routeing test).....	66
Table 5:23: P&R Usage - average AM and inter-peak occupancy (Alternative cross-city routeing test)	66
Table 5:24: Bus Passenger 12-hour passenger flow across the cordons (Three cross-city routes)	69
Table 5:25: General Road Traffic 12-hour passenger flow across the cordons(Three cross-city routes)	70
Table 5:26: P&R Usage - average AM and inter-peak occupancy (Three ART cross-city services test)	71
Table 5:27: Bus Passenger 12-hour passenger flow across the cordons (All Tests)	72
Table 5:28: General Road Traffic 12-hour passenger flow across the cordons (All Tests)	72
Table 5:29: Daily Vehicular Kilometres (All Tests)	73
Table 5:30: Test Viability Summary.....	74
Table 6:1: Bus Speeds on ART services (end to end route).....	75
Table 6:2: STAG Criteria – High Level Appraisal.....	77

Executive Summary

Introduction

The Case for Change for the Aberdeen Rapid Transit (ART) scheme identified the problems and opportunities the scheme seeks to address, evidenced the rationale for the development of ART, and set out the associated scheme Transport Planning Objective. Subsequently, ART was developed and appraised through a Preliminary and Detailed Options Appraisal, considering the form of ART in terms of infrastructure, vehicles and services.

Several next steps were set out at the end of the appraisal, including further consideration to establish a definitive routeing for ART in terms of the corridors served and the nature of the cross-city connections. This report sets out the various strands of work undertaken to provide information to inform decision making on the routeing for ART and includes the outcomes of engagement and modelling work undertaken to inform this.

Key Findings

Given the main points raised during engagement and the evidence provided through the modelling outcomes, as presented in the body of this report, it is concluded that the optimum network for delivery at this time is two cross-city routes:

'Red Line' - Blackdog to Kingswells / Westhill:

- ART services from the west into the city centre are recommended to route via the A944 (Lang Stracht and Westburn Road) and into the city via Skene Square and Union Terrace to Union Square. Modelling outputs indicate this provides a greater modal shift to public transport and faster journey times into the city centre than if the route was via the A9119 (Queen's Road). The A944 is less constrained and has the space required to accommodate the proposals.
- Running ART beyond Kingswells to Westhill is anticipated to increase modal shift to bus and could provide improved access to and from the town with a significant residential population and employment at Arnhall business park. A suitable Mobility Hub (MH) would be required as a terminus point in Westhill and further consideration of integration with services routing into Aberdeen from the hinterland is required. A phased extension of ART, beyond Kingswell, to Westhill should therefore be considered.
- The role of, and configuration of, Kingswells P&R with respect to ART should be reviewed, especially if ART extends further west to Westhill. At present, serving the Kingswells P&R site would add to journey times and with a Westhill service, the potential 'targeted' catchment for the site would be reduced. On-site surveys are recommended to better understand the current role of this site. If retained, upgrading of the site to a Mobility Hub and site reconfiguration to ensure improved access and egress for buses is required. The current site at Kingswells could also offer an opportunity for ART depot facilities (in the event of ART terminating at either Kingswells or Westhill).
- The Bridge of Don P&R site is not well located for access, has not been successful, and as such, is currently not served. Reconfiguring the site for improved vehicular and bus access would be a significant undertaking. The proposed mixed-use development at Blackdog and its location on the outskirts of the city at the junction of the AWPR and A90 provides an opportunity to develop a more appropriately located Mobility Hub to become the ART service terminus point to the north. Its location would also provide greater opportunity to capture demand from along the A947 i.e., Newmachar etc. A smaller parking facility at Bridge of Don could be provided to cater for more localised demand, with access from such a site through to stops on the main carriageway. It is recognised that Ellon P&R site lies approximately 17km to the north of Blackdog and as such there is likely to be some passenger abstraction from that site to Blackdog, with the potential for some increased vehicle kilometres due to users choosing to drive to the Blackdog site. However, consideration of how longer distance services from north of Aberdeen integrate with ART at

Blackdog would help minimise this. Early discussions with those developing the Blackdog site is recommended.

- With Blackdog as a terminus, the Cloverhill development would be served via suitable access from the development to an ART stop on Ellon Road

'Purple Line' - Craibstone P&R / airport to Portlethen Mobility Hub:

- Further consideration is required and discussion advised with Aberdeen Airport and TECA to determine the most appropriate routeing at the north-western end of the ART route, exploring the impacts on airport parking and revenue as well as access to TECA and the role of ART in supporting events at the centre. The role of Craibstone P&R should also be considered in this context.
- The optimum route along this corridor, taking on board feedback from bus operators in terms of key areas of demand, particularly the North East Scotland College, would be to route into the city centre via the A96 / Great Northern Road, Powis Terrace, Powis Place, Mounthooly, and then Gallowgate and Broad Street. Uncertainty around the development and timing of the Berryden Corridor Improvement Project creates a risk for the design on the route and needs to be managed as the ART infrastructure proposals progress.
- From Portlethen Mobility Hub, the analysis has identified that the optimum route for ART is via Wellington Road, West Tullos Road, Great Southern Road and Holburn Street before running the length of Union Street. Modelling outputs indicate this generates a greater modal shift response than a route via Wellington Road / Victoria Street. Engagement highlighted a desire that ART serve Union Street and this option provides that as the west end of Union Street is a key employment area in the city centre.
- In terms of implementation, it should be noted that Portlethen Mobility Hub is not yet built and the phasing of ART needs to take this into consideration given the site lies at a 'greenfield' location. As an alternative, the potential use of the existing Park & Choose at Chapelton of Elsick to form the southern terminus could be explored as an interim option to support in a phased delivery of ART.

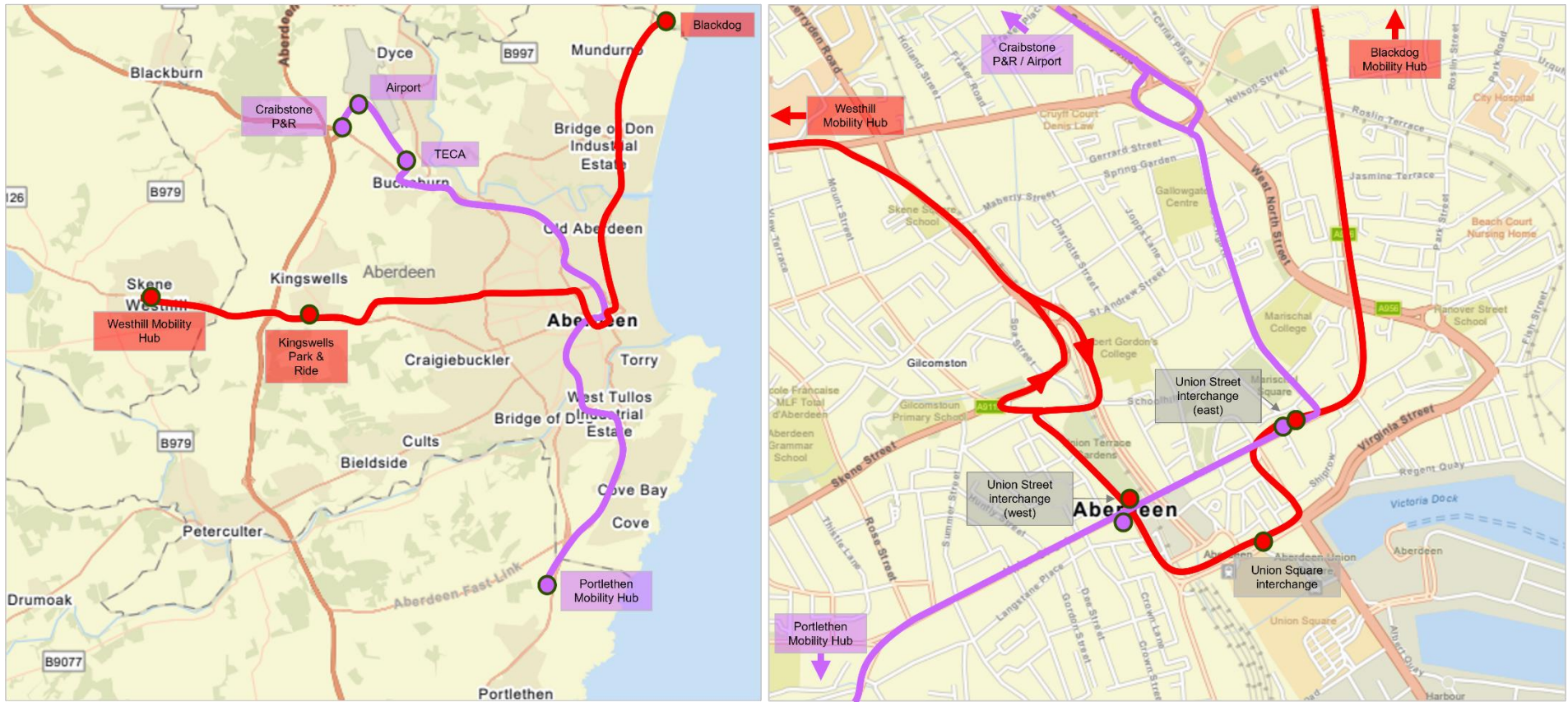
The two cross-city routes as set out above would ensure ART serves Union Square (and as such connect to the railway station and bus station) in addition to the full length of Union Street. The two services would interchange at the eastern end of Union Street between Market Street and King Street, as well as at the junction of Union Street and Union Terrace.

The resultant ART network, given the above recommendations, is set out in the figure below.

Further Considerations

Engagement highlighted the desire for ART to serve Robert Gordon University (RGU), and the many existing bus services operating between the University of Aberdeen (on King Street) and RGU. A test was undertaken which included RGU (and the beach) in the ART network (and altered the cross-city route connectivity accordingly). Under this test the modal shift achieved reduced compared to other tests. However, given the strong preference for its inclusion, how a connection to RGU could be included within the ART network requires further thought.

Serving the Beach area did not resonate as a strong priority through the engagement undertaken and the timescales for implementation and the build out associated with the Beach Masterplan adds a level of uncertainty. It could however be included as part of ART at a later date, with an RGU to a fully developed Beach area an option.



Recommended ART Network

1 Background

- 1.1.1 The publication of the Scottish Government's updated *Climate Change Plan* in 2020 set out revised climate change targets including reducing car kilometres by 20%, phasing out the need for petrol and diesel vehicles by 2030 and supporting transformational active travel projects. Furthermore, the *Reducing car use for a healthier, fairer and greener Scotland* (2022) publication outlines the route map to achieving this 20% reduction in car kilometres and describes the key sustainable travel behaviours which make up the framework, in part to be achieved by investing in the public transport network.
- 1.1.2 As part of its response to the climate emergency, the Scottish Government committed to a long-term investment of over £500m to deliver bus priority measures on local authority and trunk roads. This is intended to **reduce the negative impacts of congestion on bus services** and **address the decline in bus patronage to help tackle the climate emergency and reduce private car use**. The investment takes the form of the Bus Partnership Fund (BPF) which supports the design, appraisal, approval, and delivery of infrastructure. The Fund focuses on the evidence of how bus services will be improved by addressing congestion, but the partnership approach is also expected to leverage other bus service improvements.
- 1.1.3 The North-East Bus Alliance partners (Aberdeen City Council, Aberdeenshire Council, FirstGroup, Stagecoach Bluebird, Bains and Nestrans) submitted an application to the BPF, which was successful, with £12m in funding awarded in June 2021. The funding has been used across a range of projects including the appraisal of significant bus priority in the city centre and on key routes into the city, and for an appraisal of the options for an Aberdeen Rapid Transit (ART) scheme (this study). It is worth noting that Transport Scotland announced a 'pause' in the BPF funding for the 2024/25 financial year. Although the future of the fund remains unclear at this time, alternative funding to progress the development of ART has been secured through the Aberdeen City Region Deal.
- 1.1.4 This work is being undertaken in the context of a vision to develop an ART network, detailed in the Regional Transport Strategy (RTS) and associated Nestrans ART vision document.¹ This study includes confirmation of the Case for Change (CfC), Preliminary Options Appraisal, Detailed Options Appraisal, and subsequent business case development.
- 1.1.5 The CfC for ART was reported in March 2022 (*Aberdeen Rapid Transit - Options Appraisal - Case for Change, Stantec, March 2022*) and presented the problems and opportunities identified, the rationale for the development of ART to address these problems, and the associated Transport Planning Objectives (TPOs). It also defined a set of 'success factors' for ART and presented a review of planned, under construction, and operational Bus Rapid Transit (BRT) schemes across the UK and Europe. The TPOs set for the study were:
- **TPO1:** Achieve average ART bus speeds on the urban sections of the ART corridors (i.e., within the Aberdeen city boundary) of at least 25kph (16mph) by 2030
 - **TPO2:** By 2030, achieve a public transport service for which the timetables (with journey times reduced as per TPO1) are consistent across the day and the week, and where 95% of the services operate to within 5% of the timetabled journey time
 - **TPO3:** Improve the perception of quality of bus travel on ART corridors by 2030
- 1.1.6 The Preliminary Options Appraisal for ART was reported in June 2022 (*Aberdeen Rapid Transit - Option Generation and Development / Preliminary Options Appraisal, Stantec, June 2022*) and detailed the option development process and the mainly qualitative appraisal of these options.

¹ <https://www.nestrans.org.uk/wp-content/uploads/2021/06/Aberdeen-Rapid-Transit-Our-Vision.pdf>

- 1.1.7 This Detailed Options Appraisal was reported in March 2023 (*Aberdeen Rapid Transit - Detailed Options Appraisal - Technical Report – Final, Stantec, March 2023*) and discussed the further development of the options progressing from the Preliminary Options Appraisal stage, and the key outcomes from the more detailed (and where possible quantitative) appraisal of the options.
- 1.1.8 The appraisal concluded that:
- Providing bus priority infrastructure alone does not meet the ART vision
 - Increasing stop spacing provides significant reduction in bus journey times but may impact local accessibility
 - Use of ‘tram-style’ multi-door vehicle provides:
 - Additional journey time benefits through reduced dwell at stops
 - Improved accessibility of the vehicle / ART network
 - Improved quality image of travel by public transport and differentiates the service
 - Revenue protection implications
 - New ‘platforms’:
 - Improves quality / image of travel by public transport
 - Differentiates the ART corridors / network
 - An integrated underlying bus network provides a more robust city-wide commercial proposition
 - Mitigation required in areas affected by inappropriate traffic re-routeing
- 1.1.9 A number of next steps were set out at the end of the appraisal, including further consideration to establish a definitive routeing for the ART corridors and services – to be developed through discussion with those involved in the multi-modal corridor studies and through further engagement and modelling work.
- 1.1.10 **This report sets out the various strands of work undertaken to provide information to inform decision making on the routeing for ART and includes the outcomes of the engagement and modelling work undertaken to support this.**

2 Overview of work to inform ART Routeing

2.1 Overview

2.1.1 Two core strands of work have been undertaken to inform the routeing of ART:

- Engagement:
 - with Nestrans and Council officers
 - with bus operators
 - with Elected Members
- Modelling using the Aberdeen Sub Area Model (ASAM19) to provide quantitative analysis to compare routeing options and inform decision making

2.1.2 Engagement with Nestrans and Council officers and the bus operators was undertaken to inform the routeing tests to be modelled in ASAM19. Engagement with Elected Members was undertaken to provide further feedback into the process to inform the routeing decisions, with the overall process as shown in the figure below.

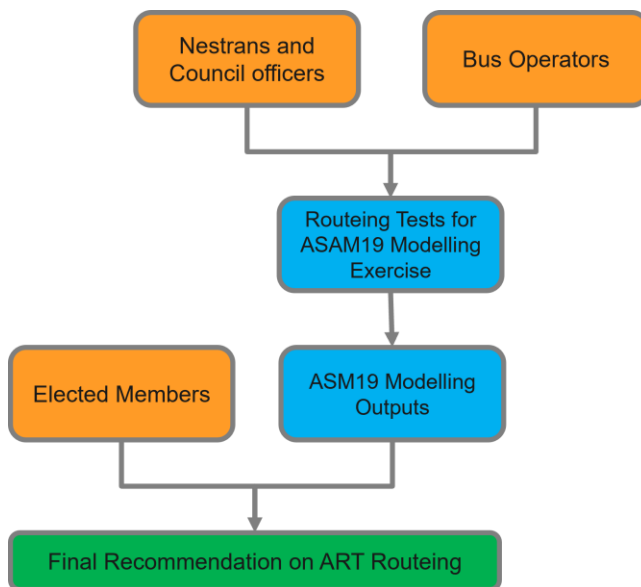


Figure 2.1: Tasks to inform ART routeing

2.1.3 Chapter 3 sets out the outcomes of the engagement with officers and bus operators to determine the routeing tests. The outcome of the engagement with elected members is set out in Chapter 4. Chapter 5 sets out the routeing test modelling outcomes, with Chapter 6 using these outcomes to inform a high level appraisal of the tests against TPOs (where appropriate) and STAG criteria. Combining this with the engagement outcomes, Chapter 6 presents a summary and conclusions, with a recommendation on the ART network and routeing, as well as other elements for consideration.

3 Determining the Routeing Tests

3.1 Methodology

3.1.1 Tests for consideration as part of this routeing analysis have been determined through:

- In terms of the network and routing:
 - Consideration of earlier analysis
 - A workshop with officers from Nestrans, Aberdeen City Council and Aberdeenshire Council
 - Discussion with the two major bus operators operating within the region - First and Stagecoach
- In terms of modelling assumptions assumed in the testing:
 - Discussion with those undertaking the corridor studies to determine the latest assumptions in terms of the bus priority infrastructure that could be assumed to be in place along the corridors of interest –details regarding this can be found in *Supporting Technical Note A: ART Routeing Analysis - Infrastructure Assumptions (Stantec, March 2024)*
 - Undertaking analysis to determine, for all the tests being considered, the changes required to the underlying bus network to integrate with the assumed ART network for each respective test – as opposed to modelling ART simply layered ‘on top’ of the existing network. This exercise sought to ensure modelling a more likely Aberdeen-wide bus network if ART were implemented - details regarding this can be found in *Supporting Technical Note B: ART Routeing Analysis – Bus Network Changes (Stantec, March 2024)*

3.2 Earlier analysis

- 3.2.1 Work was undertaken during the Preliminary Options Appraisal using the matrices from ASAM to consider various ART networks and their potential passenger catchments. Eleven different network permutations were considered. This provided an early indication as to how different ART networks compared to one another. Note that no modelling was undertaken, with the work analysing the origin-destination matrices and applying assumptions with regards to potential modal shift based on whether trips were considered ‘in catchment’ for ART, whether ART was within walking distance of the origin and destination, whether interchange between bus services was required, the potential to use the P&R sites, and existing mode choice.
- 3.2.2 Not all network permutations could be modelled as part of the Detailed Options Appraisal (due to time and budget constraints). As such, the above analytical work provided a guide as to the most appropriate ART network to be taken forward into a full ASAM19 modelling process in the detailed appraisal. At this stage, all the ART options were modelled on the same ART network which enabled comparison between the options and provided an indication of how the options performed all other things being equal. That was not to say however, that the network chosen for the modelling in ASAM at that time was the preferred network, just that it was considered at that stage to be the most appropriate network on which to undertake the ASAM testing.
- 3.2.3 The analysis as described above can be found in the Preliminary Options Appraisal Report and Detailed Options Appraisal Report respectively.

3.2.4 The outcomes of this work provided the basis for the discussions to determine the ART network and routes for testing as set out below.

3.3 Routeing – Discussion of Corridors and Terminus Points

Introduction

3.3.1 The discussion which follows in this section presents the information discussed with both Nestrans / Council officers (at a workshop) and the bus operators (in one-to-one calls) to inform the set of network and ART cross-city service routes for modelling within ASAM19.

3.3.2 A commentary around each of the ART corridors is presented with the key points noted from the discussions set out within this. The workshop with Nestrans / Council officers took place at Aberdeenshire Council’s Woodhill House office on 26th September 2023, with the one-to-one discussion with Stagecoach and First taking place on 6th and 15th November 2023 respectively. The main points raised and discussed during these meetings are presented below.

Overview

3.3.3 Across the Aberdeen wide area, **routes** and **terminus points** for ART were considered along broadly north, north-west, west, and south corridors as shown in Figure 3:1, and broadly reflect the ART vision document. These corridors are discussed below in turn.



Figure 3:1: ART corridors under consideration

North Corridor

3.3.4 Figure 3:2 shows the routes and terminus points considered for the north corridor. This consist of:

- Routing via:
 - King Street (A)
 - Beach Boulevard / Esplanade (B)
- Terminus points:
 - at the, currently unserved, Bridge of Don P&R site and, recognising the significant developments proposed further north, at Cloverhill or Blackdog
 - at the Beach, recognising the significant Beach Masterplan proposals – note that this would not be at the expense of serving a terminus further north, but likely as part of a cross-city route with one of the other corridors (see later section)



Figure 3:2: North Corridor Considerations

3.3.5 Through the officer workshop and bus operator discussions it was noted that:

- Routeing via King Street (A) was preferred as a route north given the number of trip attractors and generators along the route including the football stadium, Aberdeen Sports village and the University of Aberdeen campus
- The route north via the Esplanade (B) was not considered worthy of further consideration given the large area north of the Beach masterplan area serving few trip generators and attractors and missing the major destinations on the King Street route
- The Beach masterplan development would make the beach a key destination within the city and was considered as important for inclusion in the testing, but with the area a terminus point for ART
- Testing should include terminus points for the ART route at both Cloverhill and Blackdog, with an assumption of a Mobility hub (of around 200 spaces) assumed at Blackdog. The potential impact of this on both Ellon P&R and the currently unserved Bridge of Don P&R was noted to require consideration during the testing outcomes analysis.
- The Bridge of Don P&R site would require site reconfiguration to enable faster bus access to the site and less convoluted vehicular access, with options for ART stops to be located either within the P&R site or on the main Ellon Road depending on access arrangements. It was assumed that in any testing that ART services would stop on the main route north (Ellon Road) with passenger access provided from the P&R site to the bus stop on Ellon Road with suitable pedestrian crossing facilities provided to enable passengers to access the site from the northbound (west) side of the carriageway.

North-West Corridor

3.3.6 Permutations for ART on the north-west corridor were considered at both the west and east end of the corridor.

3.3.7 Figure 3:3 shows the routes and terminus points considered at the **western end of the corridor** and includes:

- A terminus at Craibstone P&R – with a route directly along the A96 to the P&R site (A)
- A terminus at the Airport - with a route directly along the A96 to the P&R site and then on to the airport (A)
- A terminus at Craibstone P&R with routeing via TECA and the airport (B)

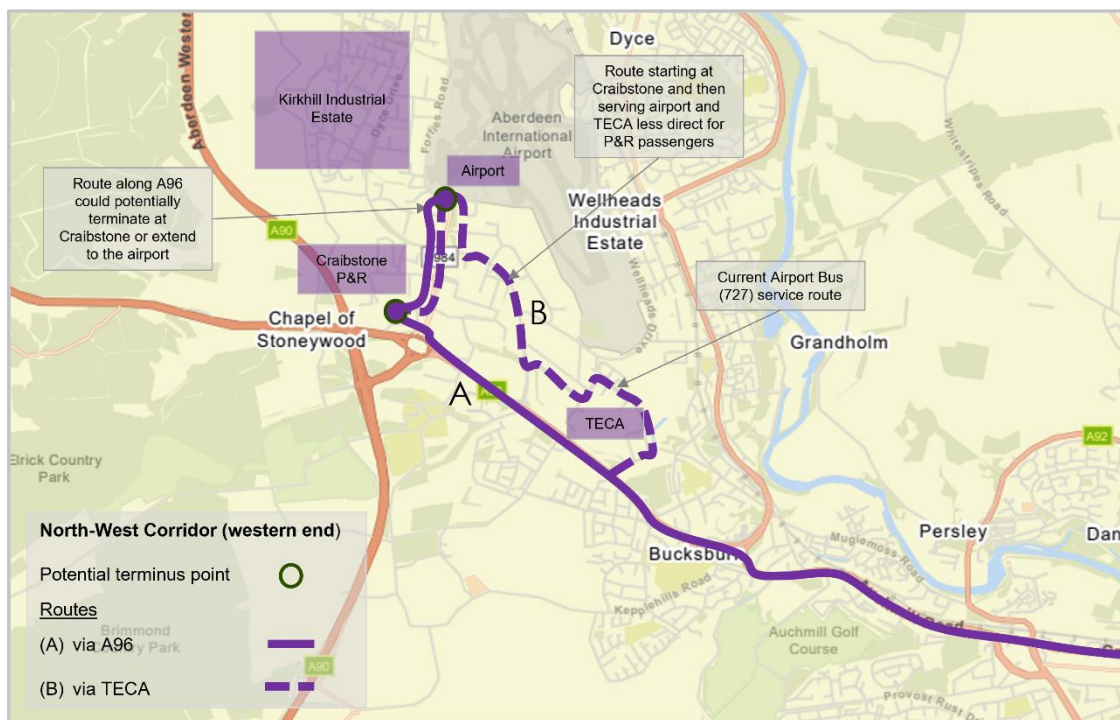


Figure 3:3: North-West Corridor Considerations – West end of corridor - Terminus points and routeing

3.3.8 Through the officer workshop and bus operator discussions it was noted that:

- It was considered desirable that ART serve the airport as a key destination in the city
- It was considered that a route via TECA (as per the current airport 727 bus service) was most appropriate. The walking access to TECA from the A96 (if an ART service routed directly along the A96 and not via TECA) was not considered desirable and would be difficult to implement
- It was noted that an outbound route via TECA and the airport to Craibstone P&R (and the same inbound) would be convoluted and unattractive for those joining the service at Craibstone P&R. This may detract from the use of the ART service by those in Aberdeenshire
- The potential for the ART service to route both clockwise and anti-clockwise at the western end of the route (i.e., operate both city → TECA → airport → Craibstone P&R → city, and city → Craibstone P&R → airport → TECA → city), was noted by a bus operator. This would mean every other ART service would be a direct service from Craibstone P&R into Aberdeen, similarly with regards to services to and from the airport. Such service operation could however be confusing for passengers.
- There are potential issues with Craibstone P&R site being used as an airport car park – although parking restrictions could stop this if desired (e.g., no overnight parking). Issues are recognised with regards to the potential impact on the airport revenue stream for parking if Craibstone P&R were used in such a way.
- There is potential for the development of an ART depot at Craibstone P&R.

3.3.9 Figure 3:4 shows the routes and terminus points considered at the **eastern (city) end of the north-west corridor**, and includes a route into the city centre from Kittybrewster, either:

- Between Kittybrewster and Clifton Road:

- (i) via the Berryden corridor (committed but yet to be constructed scheme linking Skene Square and Kittybrewster Roundabout)
- (ii) via the existing Great Northern Road between Kittybrewster and Clifton Road
- Between Clifton Road and the city centre:
 - (A) via Powis Terrace / Powis Place to Mounthooly and then Gallowgate to reach Union Street
 - (B) via Skene Square / Denburn to Union Square (and then assumed onwards to Union Street via Market Street)
 - (C) via Skene Square / Woolmanhill Skene Street / Rosemount Viaduct / Union Terrace to Union Street²

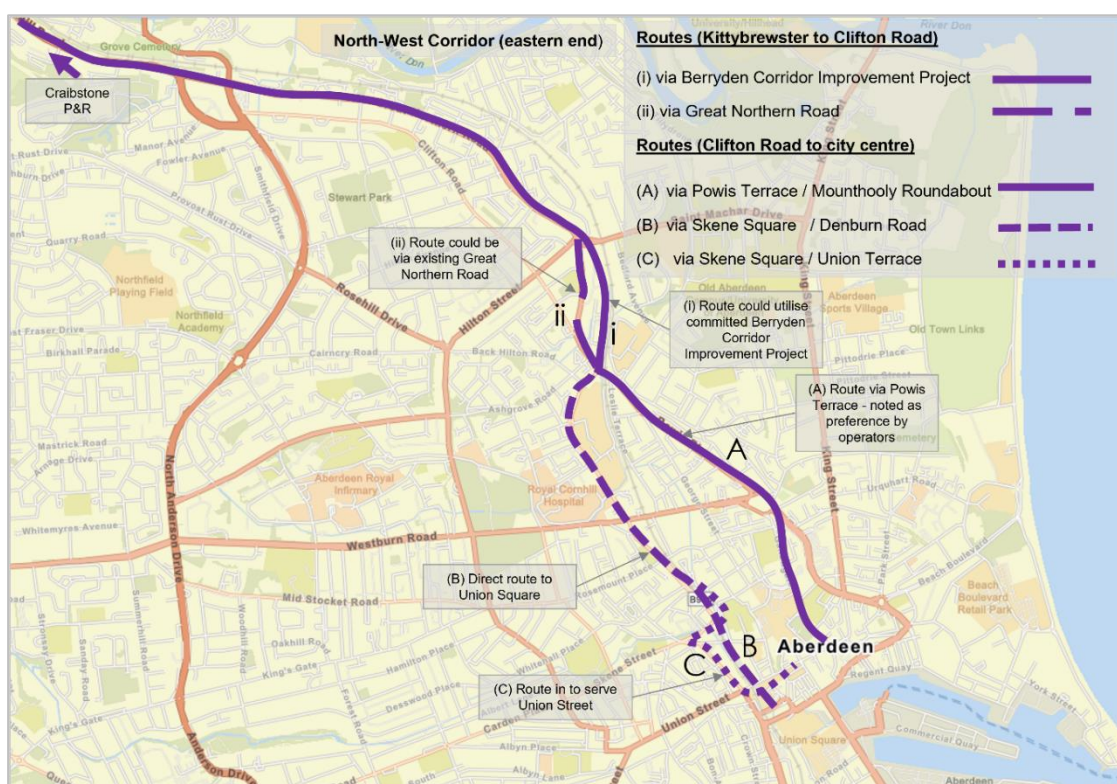


Figure 3:4: North-West Corridor Considerations – East end of corridor - Routes into city centre

3.3.10 Through the officer workshop and bus operator discussions, and through other studies, it was noted that:

- Additional bus priority on the Berryden Corridor Improvement Project (BCIP) between Kittybrewster and Clifton Road may detract from the objectives of the BCIP scheme (although the project should deliver benefit to buses through the proposed improvements to reduce traffic congestion in general)
- Engagement on the A96 Multi-modal corridor study highlighted operators favoured a route along Powis Terrace and Powis Place (A) given the volume of passengers boarding and alighting along this section

² Note a new bus only southbound link would be required to connect Denburn Road and Blackfriars Street

- Engagement on the A96 Multi-modal corridor study highlighted that a route into the city centre from Mounthooly via Gallowgate / Broad Street (A) (as opposed to via West North Street) was considered the most appropriate given the exiting bus priority and destinations served on Gallowgate (including North East Scotland College and the main Aberdeen City Council offices at Marischal College)
- Routeing via Denburn Road to Union Square (B) (and then assumed onwards to Union Street via Market Street) - while offering a direct and quicker route to Union Square, would provide limited opportunities to access the service given limited connections to the route on Denburn Road. In addition, a similar route(s) in from the west accessing the city centre via Denburn Road (see below for West corridor) may not be desirable given the overlap.
- Routeing via Woolmanhill / Skene Street / Rosemount Viaduct / Union Terrace to Union Street (C) - would better serve a range of destinations compared to a route via Denburn Road (B). Such a route could also provide access to Union Street (from Union Terrace to King Street) than a route via Union Square (noting that another ART route could serve Union Square). Again, a similar route(s) in from the west accessing the city centre via Union Terrace (see below for West corridor) may not be desirable given the overlap.
- Understanding how the north-west route interacts / is part of a cross city route with the routes from the north (see above) and / or the route from the west (as discussed below) will have a bearing on the routeing decisions for the north-west corridor

West Corridor

3.3.11 Figure 3:5 shows the route and terminus points considered for the north corridor. This consists of:

- Routeing:
 - via the A944 (Westburn Road / Langstracht) (A)
 - via the A9119 (Queens Road / Skene Road) (B)
- Terminating at:
 - Kingswells P&R
 - at Westhill



Figure 3:5: West Corridor Considerations

3.3.12 Through the officer workshop and bus operator discussions it was noted that:

- It was considered essential that ART serves the Foresterhill Health Campus, where Aberdeen Royal Infirmary, and other regional health facilities, are located
- The existing strong bus market on the A9119 (B) was noted by operators. However, work on the A944 / A9119 Multi-modal study highlighted the more constrained environment for providing significant bus priority on the route (as would be required by ART)
- A route via the A9119 Queen's Road (B) would enable ART to then route via Carden Place / Albyn Place and the full length of Union Street
- Extending the ART route to Westhill would serve both the town and the large area of employment at Arnhall Business Park
- There was considered merit in testing both Kingswells P&R and Westhill as potential terminus points for ART. It was noted that a suitable terminus point in Westhill would be required (to turn vehicles and provide driver layover) and a suitable site (mobility hub) for parking to join the ART service.
- It was noted in the longer term, that a terminus at Westhill (with an associated P&R site) could call into potential question the for the Kingswells P&R site
- The unintended consequences to bus services operating from beyond Westhill into Aberdeen needed to be understood to ensure there was no loss of service from the more rural communities (i.e. due to the potential for lost passengers to ART over the Westhill to city centre part of the services). It may be that such rural services could become feeder services into the ART network. This needs further explored with operators once a preferred ART network is determined.
- Reconfigured access and egress at Kingswells P&R would be needed to minimise the potential for a convoluted ART route into the site, although the demand generated by the business park at PrimeFour was recognised and consideration of effectively serving this development was needed. This was considered more pertinent if ART terminated at Westhill, as, for those joining the ART service at Westhill, a circuitous route into Kingswell P&R is likely to increase journey time and detract from the attractiveness of the ART service.

3.3.13 Consideration was also given to the potential routeing of the ART service on approach to the city centre *if a route along the A944 was preferred*. As shown in Figure 3:6, a number of potential routes into the city centre have been considered (drawing on information from the A944 / A9119 Multimodal corridor study). The routes include:

- Via Skene Square / Woolmanhill Skene Street / Rosemount Viaduct / Union Terrace to Union Street - similar to that noted above for the ART route in the north-west corridor (A)
- Via Skene Square / Denburn Road - similar to that noted above for the ART route in the north-west corridor (B)
- Via Hutcheon Street / Gallowgate / Broad Street (C)
- Via Hutcheon Street / West North Street (D)

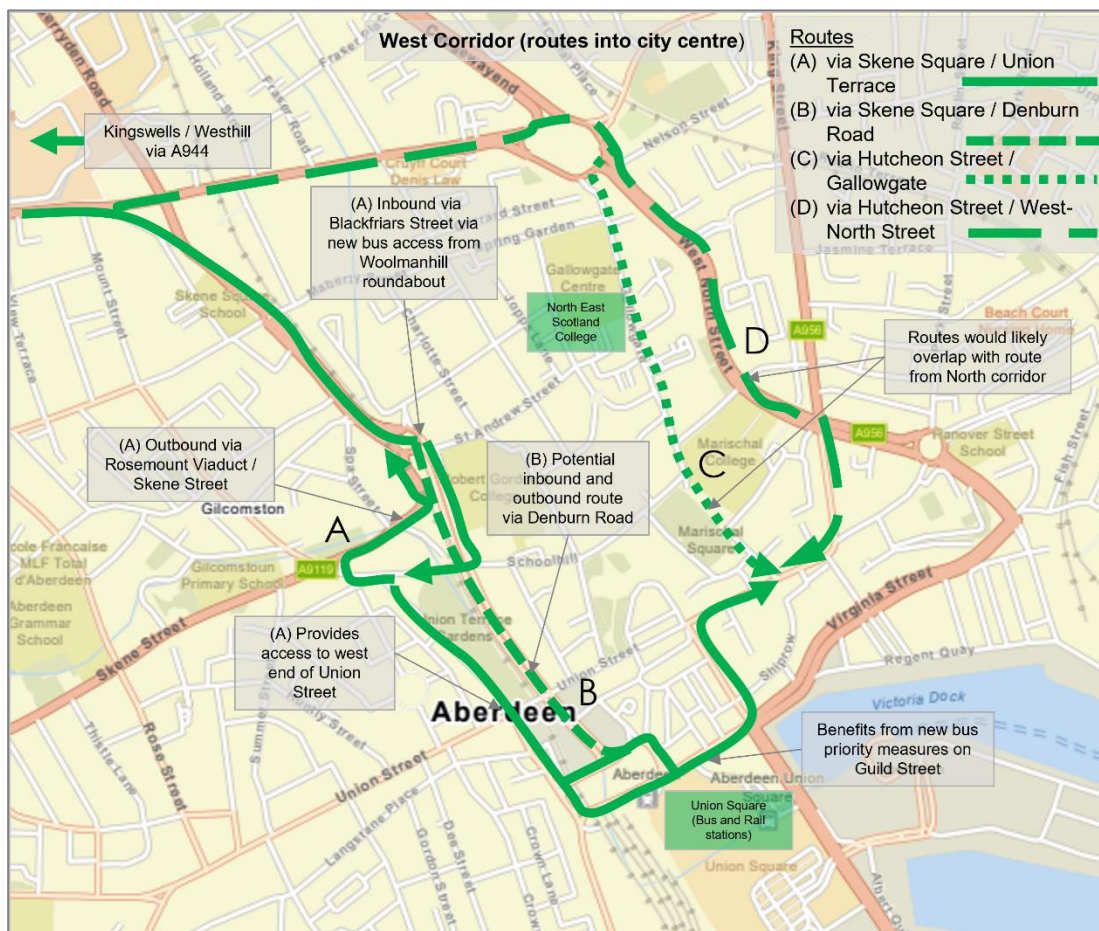


Figure 3:6: West Corridor Considerations – Routing into city centre from A944

3.3.14 Through the officer workshop and bus operator discussions it was noted that:

- A route via Skene Square / Denburn Road (B) is similar to that noted above for the ART route in the north-west corridor, and with similar points noted as above
- A route via Hutcheon Street / Gallowgate / Broad Street or West North Street (C) would likely overlap with the ART route from the north-west and, depending on the cross-city routing chosen, could potentially create a ‘dog leg’ route inbound via Gallowgate to route back northbound towards Bridge of Don or Craibstone P&R

South Corridor

3.3.15 Figure 3:7 shows the route and terminus points considered for the south corridor. This consists of:

- Terminating at a (new) Portlethen Mobility hub / or Portlethen, with routing:
 - via Wellington Road / West Tullos / King George V Bridge / Holburn Street (A)
 - via Wellington Road / Menzies Road / Victoria Road / Market Street (B)
 - via the A92 (C)
- Terminating at Robert Gordon University with routing via Holburn Street / Garthdee Road (D) – *note that this would not be at the expense of serving a (new) Portlethen*

Mobility hub / mobility hub or Portlethen, but as part of a cross-city service from another corridor

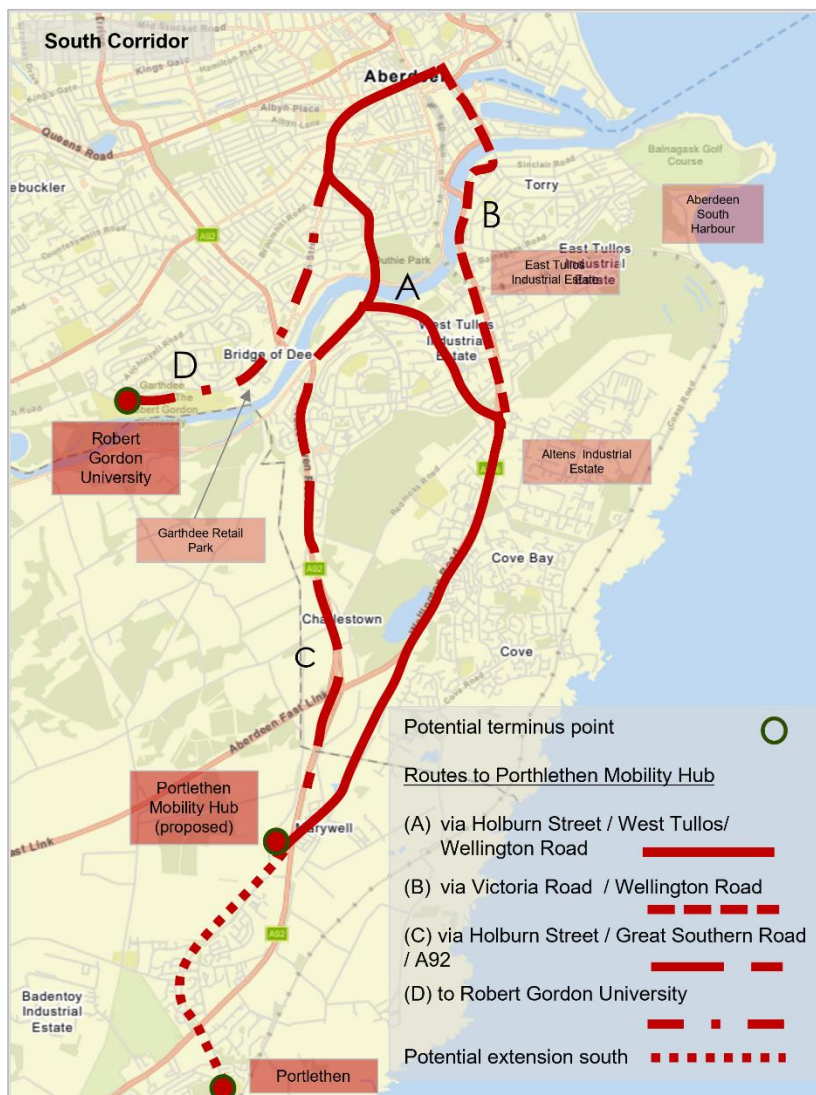


Figure 3.7: South Corridor Considerations

3.3.16 Through the officer workshop and bus operator discussions it was noted that, from a terminus at a new Portlethen Mobility hub:

- via Wellington Road / West Tullos / Holburn Street (A) would serve the west end of the city centre and provide direct access along the length of Union Street as well as serving Altens and West Tullos industrial estates. The constrained nature of Holburn Street requires consideration, (and is being considered through the Ellon to Garthdee study) to understand the level of bus priority that could be achieved along this section of the route. Compromise with potential active travel infrastructure on the route would likely lessen the benefits of ART if bus priority could not be provided in tandem
- via Wellington Road / Menzies Road / Victoria Road (B) would serve business sites including Altens and East Tullos industrial estates as well as Torry. The existing congestion on Wellington Road was noted along with an existing pinch point at Polwarth Road, which creates a constraint along the route. Access to the city centre would be via Market Street with the potential to either route straight up Market Street to Union Street or to serve the rail station via Guild Street and Bridge Street

- via the A92 (C), would mean a large section (around 4.5km) of the route between the edge of Aberdeen (at Kincorth) and the new Portlethen mobility hub would be through rural landscape with very limited trip attractors or generators, but with the associated operating cost
- There is potential to provide an ART depot at any new Portlethen mobility hub
- A terminus point for ART within Portlethen itself would be, to some extent, in competition with the rail service, detracting from the ART service / or causing abstraction from rail. For this reason, it was not considered for progressing further, although it may provide an interim solution prior to the development of a dedicated mobility hub.

3.3.17 From a terminus at Robert Gordon University:

- A route via Holburn Street (D), as noted above, is potentially constrained in the level of bus priority that can be achieved
- Would offer an existing strong bus market on which to build on the success through ART and the potential to connect the two Universities and associated student accommodation if linked to the north corridor. In this regard, it was noted by bus operators that ensuring ART served known existing strong bus markets was considered essential to providing the greatest chance of commercial success for the network

3.4 Routeing Tests

3.4.1 Given all the information gathered through the officer and operator discussions, 10 routeing tests were determined. A 'core' test was chosen from these, with each subsequent test changing just a single variable (route or terminus) from the core test. In this way, the impact of each test could be more easily compared.

3.4.2 The core test, and the nine subsequent tests are shown in the table and figures below, which also detail the interchange location assumptions (where the ART routes would cross) given the routeing and cross-city connectivity assumed. The orange text in the table below indicates what has changed in each test from the core test.

3.4.3 Note that based on the outcomes of the previous analysis undertaken on the ASAM matrices, a test where ART operates as four services interconnecting in the city centre is not considered further. The earlier analysis highlighted the poor performance of this in terms of estimated demand and revenue (due to the lack of new direct cross city connectivity).

Table 3:1: ART Routeing Tests

Test	ART Service Routes	Routeing	Purpose of Test
Core	<p>North to West: Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	N/A
A1	<p>North to West: Bridge of Don P&R to Kingswells P&R</p>	<p>North: Ellon Road / King Street</p>	Changed routeing at airport.

Test	ART Service Routes	Routeing	Purpose of Test
	North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub	North-West: Changed routeing at airport. Outbound: TECA → airport → Craibstone P&R Inbound: Craibstone P&R → city centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	Gauge comparative benefits of routeing inbound directly from Craibstone P&R site
A2	North to West: Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub	North: Ellon Road / King Street North-West: Changed routeing at airport. Clockwise (every other service): city centre → TECA → airport → Craibstone P&R → city centre Anti-clockwise (every other service): city centre → Craibstone P&R → TECA → city centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	Changed routeing at airport. Gauge comparative benefits of routeing both clockwise and anti-clockwise at Craibstone P&R / airport. Routeing would provide direct (and attractive) inbound routeing from P&R to city centre, as well as direct (and attractive) inbound routeing from Airport to city centre. Would enable trips from P&R to airport. Frequency of P&R to city centre <i>direct</i> service only every other ART service
B1	North to West: Cloverhill via Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	Gauge benefits of routeing beyond Bridge of Don P&R to new housing development site (400 housing units assumed built out by 2030 and represented as such in ASAM19 2030 Do Min model)
B2	North to West: Blackdog and Cloverhill via Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	Gauge benefits of routeing beyond Bridge of Don P&R to the Blackdog development site (580 housing units built out by 2030 and represented as such in ASAM19 2030 Do Min model)
C1	North to West: Bridge of Don P&R to Westhill	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing	Gauge benefits of extending western corridor to Westhill rather than Kingswells P&R

Test	ART Service Routes	Routeing	Purpose of Test
	North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub	(both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	
C2	North to West: Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A9119 (Queen's Road / Skene Road) / A944 South: Market Street / Victoria Bridge / Wellington Road	Gauge benefits of routeing via A9119 instead of via A944 between city centre and A9119/A944 junction
D	North to West: Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Holburn Street / Great Southern Road / West Tullos Road / Wellington Road	Gauge benefits of routeing south via Holburn Street / Great Southern Road / West Tullos Road / Wellington Road
E	North-West to West: Craibstone P&R (via airport and TECA) to Kingswells P&R North to South: Bridge of Don P&R to Portlethen P&R / Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	To gauge benefits of alternative combination of cross city services to compare to Core Test, i.e., NW-W and N-S Note: North to South provides direct routeing but North-West to West connection is far longer than straight line routeing (see mapping)
F	North to South (RGU): Bridge of Don P&R to Robert Gordon University West to East (Beach): Kingswell P&R to beach via Union Street North-West to South: Craibstone P&R (via airport and TECA) to Portlethen P&R / Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) East: Justice Street / Beach Boulevard	To gauge benefits of alternative combination of cross city services to provide connectivity to RGU and Beach masterplan area as part of ART network

Test	ART Service Routes	Routeing	Purpose of Test
		South (Portlethen P&R): Market Street / Victoria Bridge / Wellington Road South (RGU): Holburn Street / Garthdee Road	

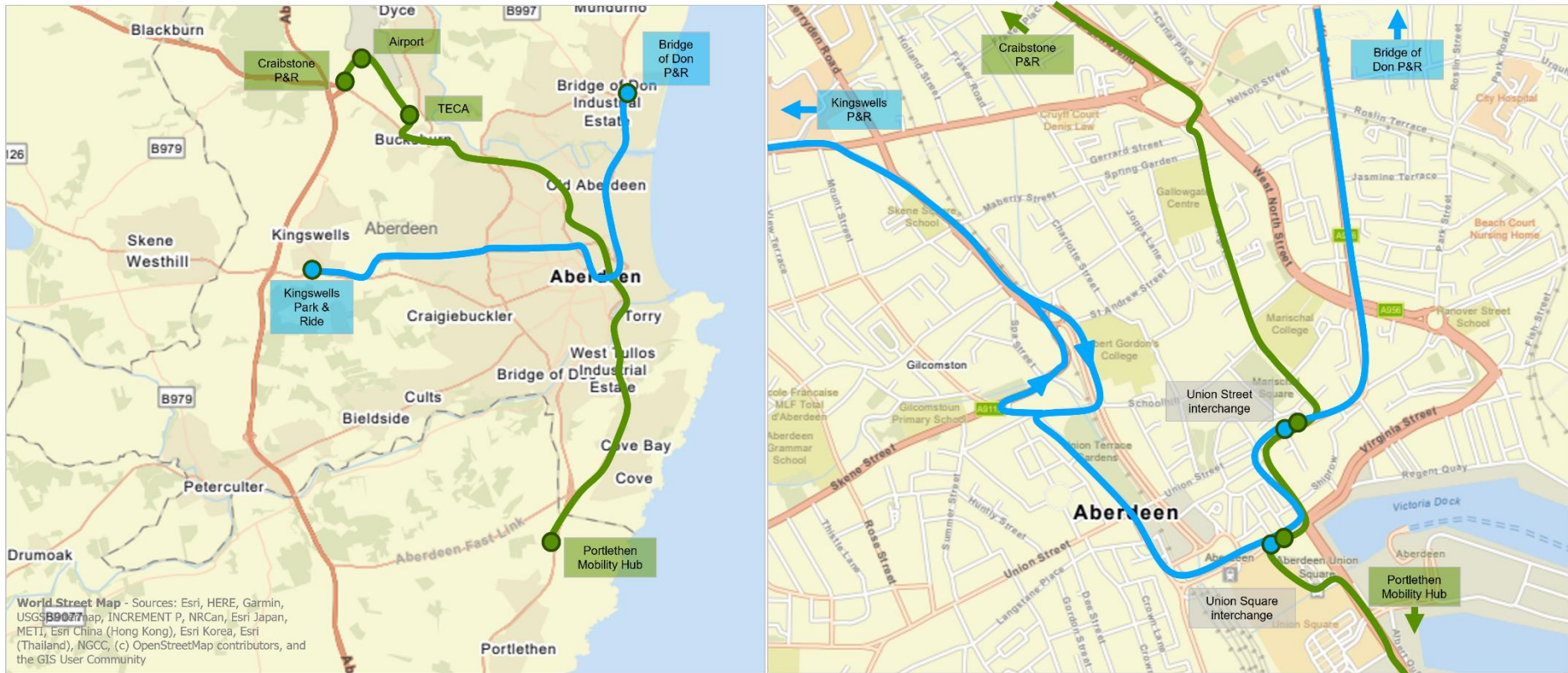


Figure 3:8: Core Test – Routing and city centre interchange

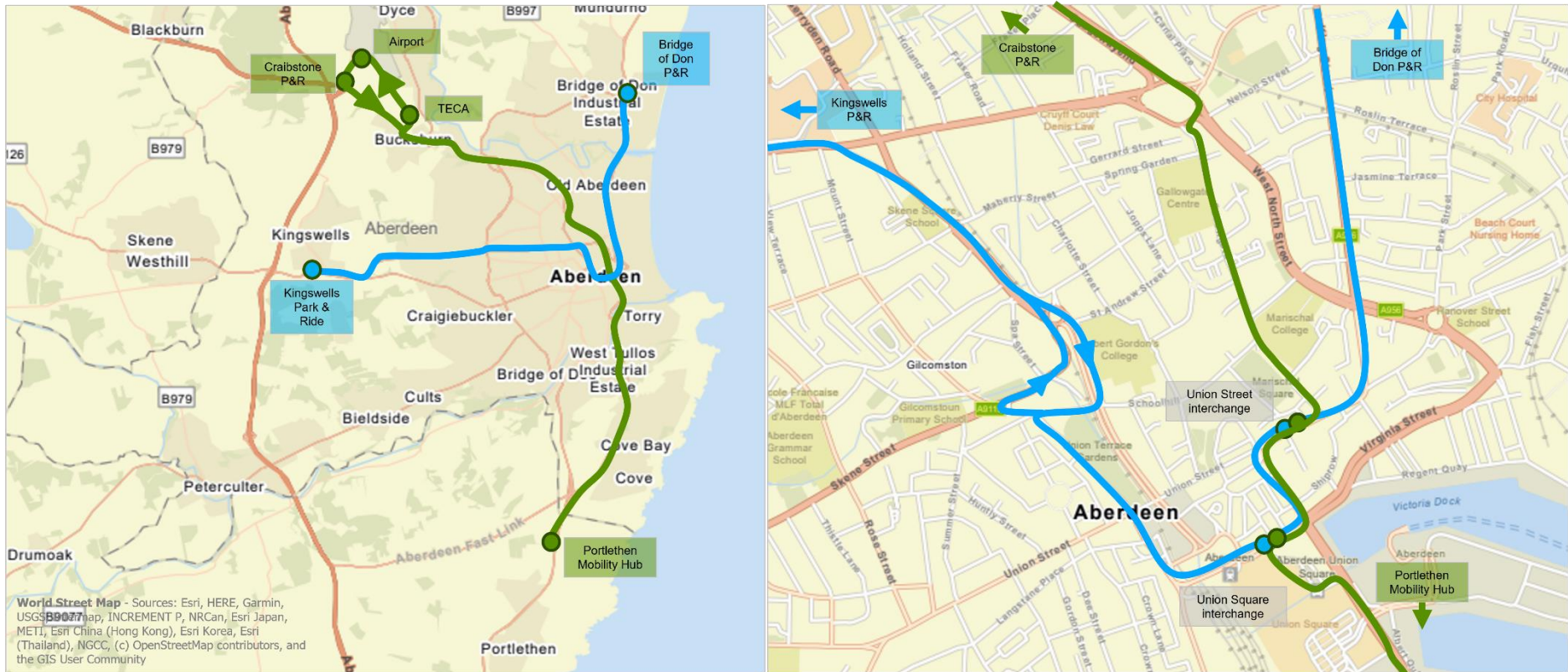


Figure 3:9: Test A1 – Routing and city centre interchange - Airport routing

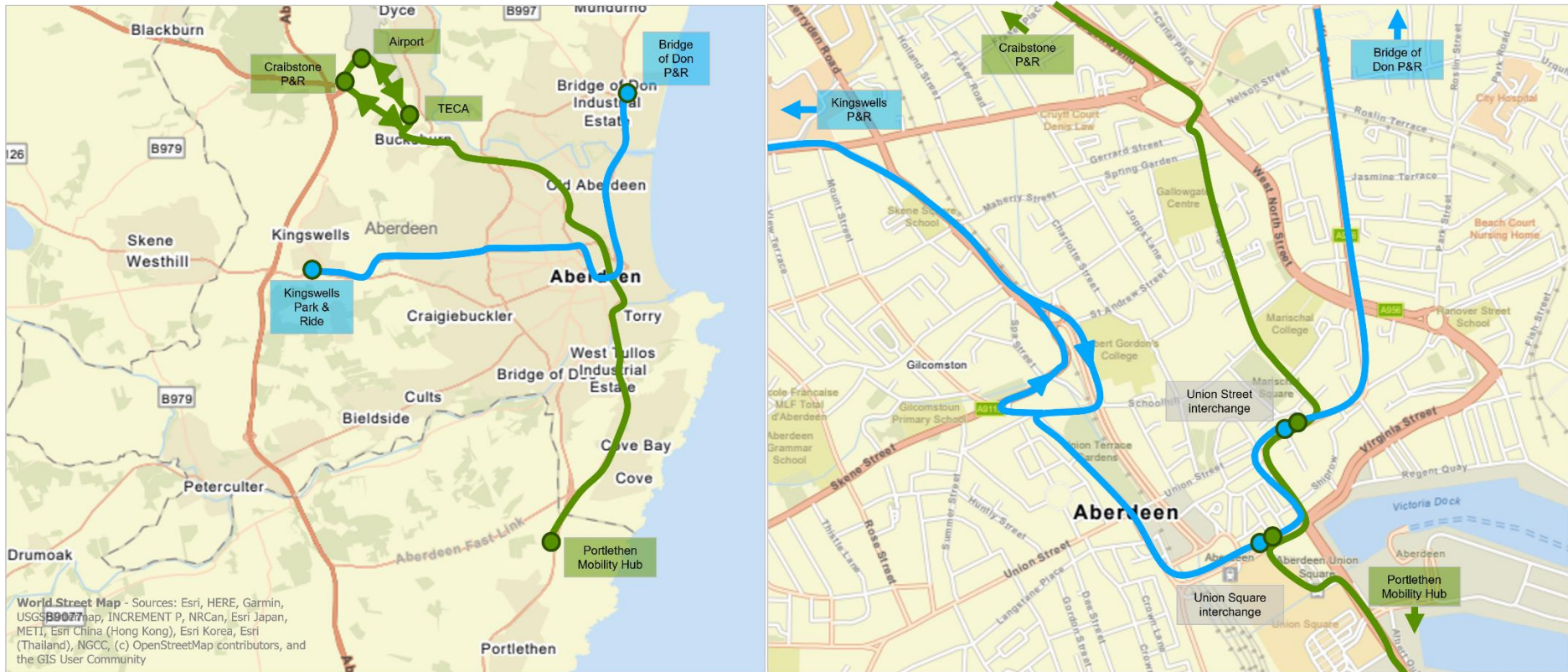


Figure 3:10: Test A2 – Routing and city centre interchange - Craibstone and Airport routing (ART both clockwise and anti-clockwise at western terminus)

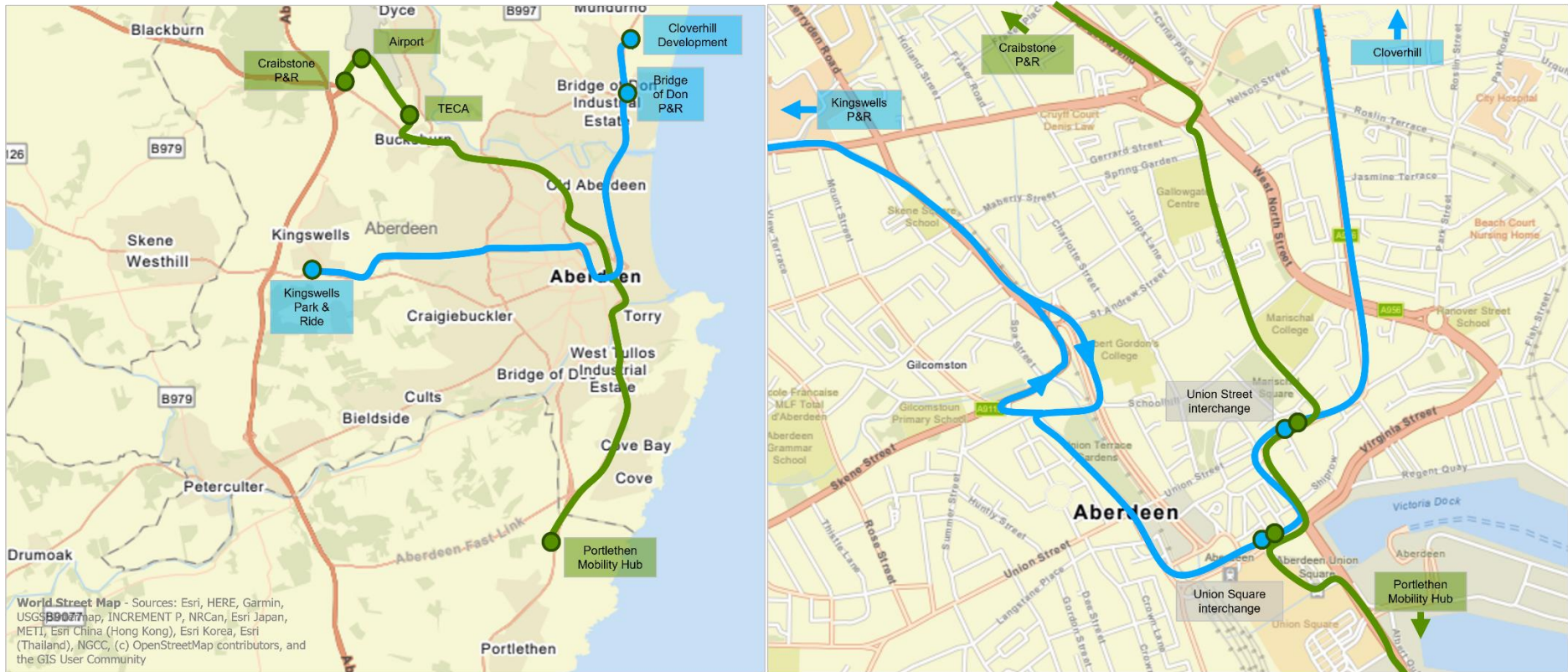


Figure 3.11: Test B1 – Routing and city centre interchange - Cloverhill

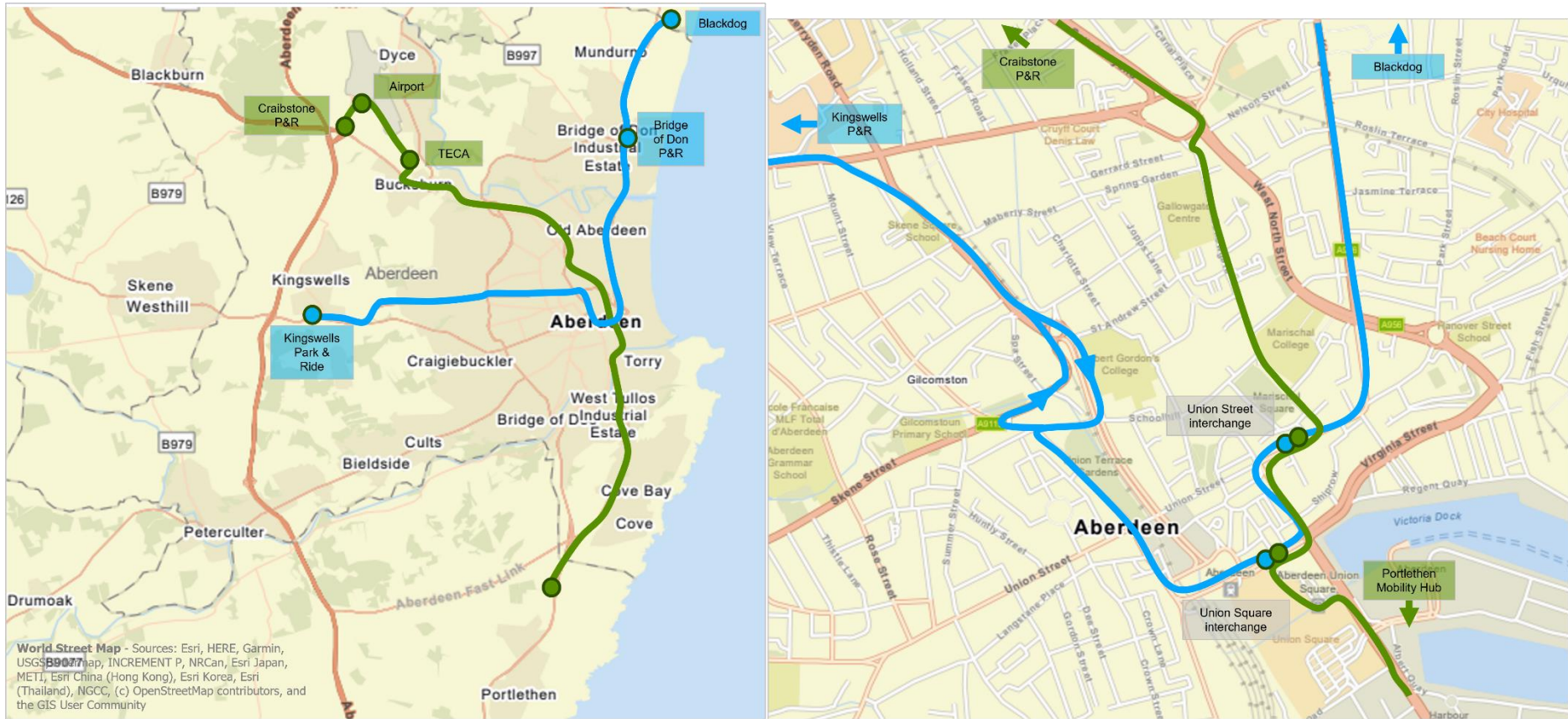


Figure 3:12: Test B2– Routing and city centre interchange – Blackdog

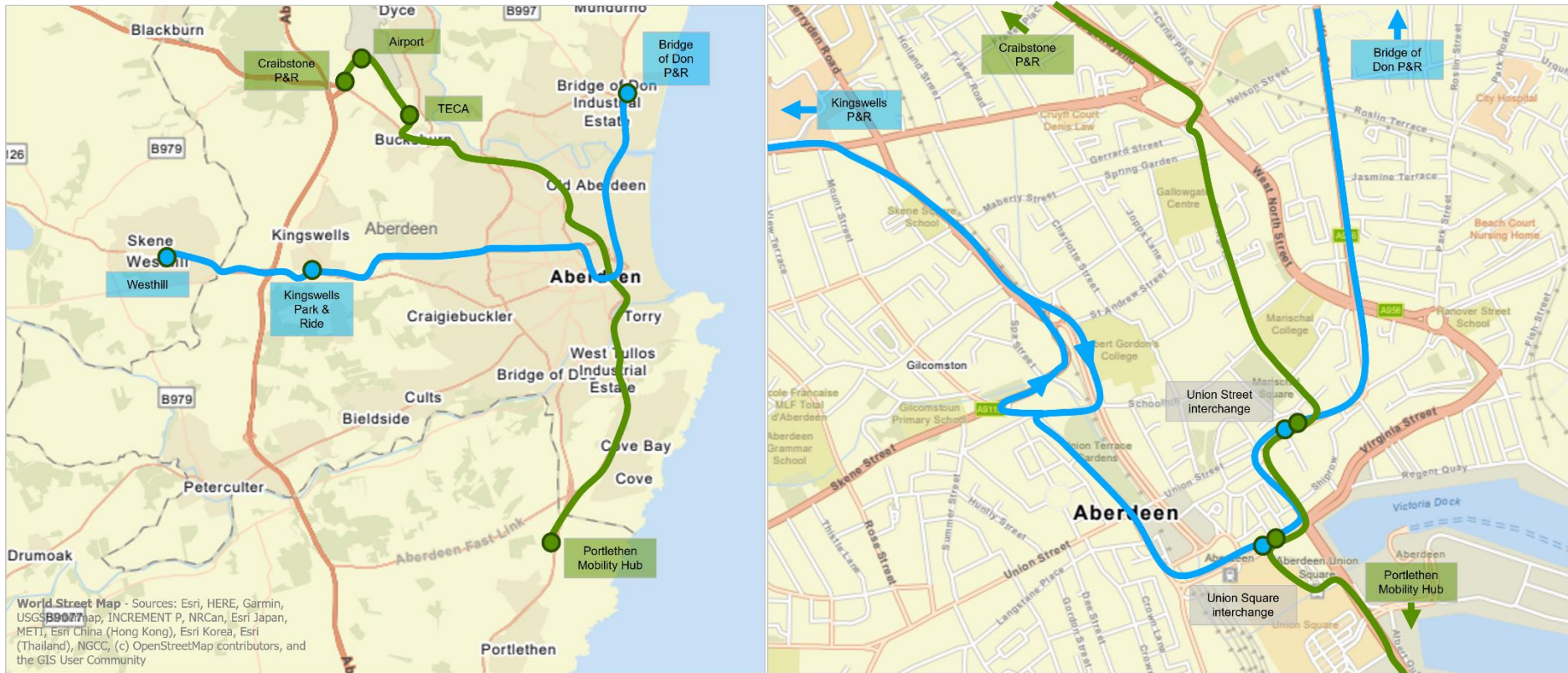


Figure 3.13: Test C1– Routing and city centre interchange - Westhill

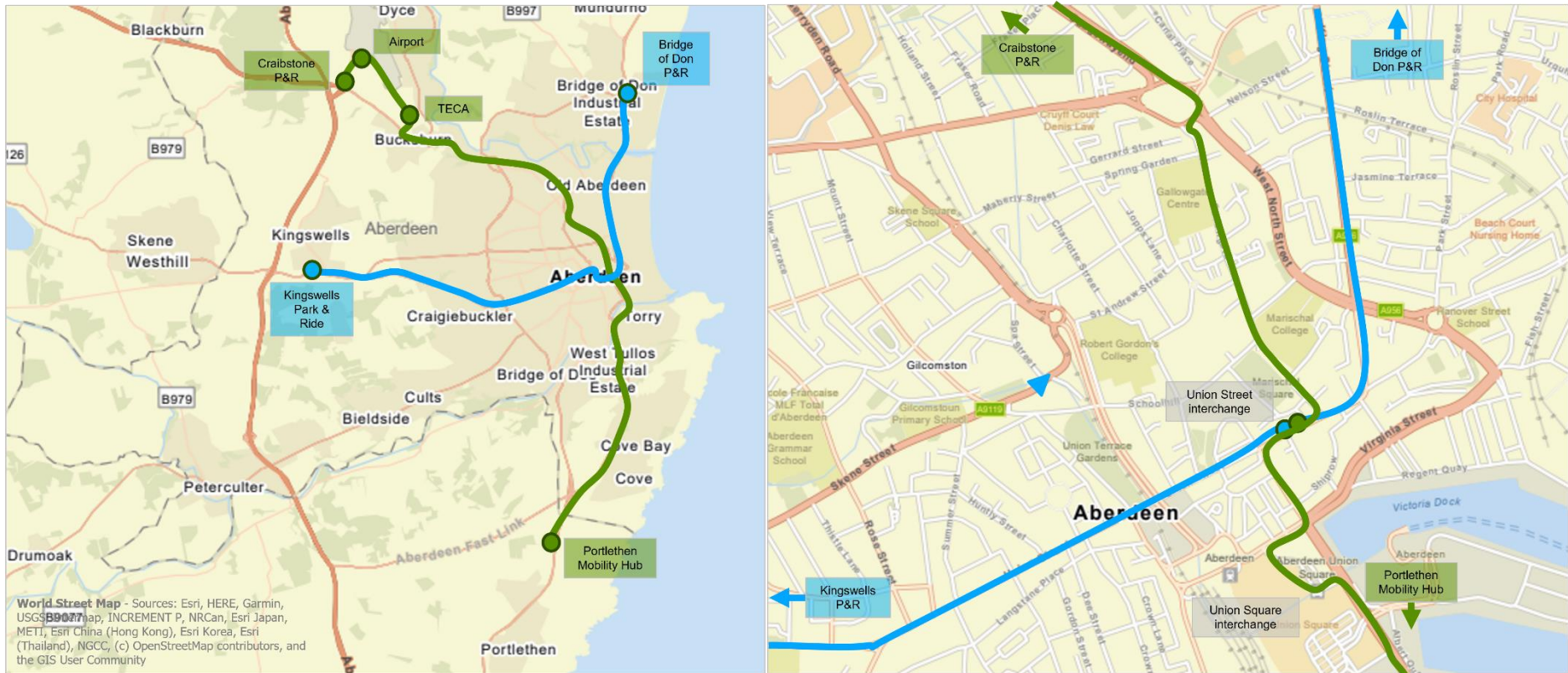


Figure 3:14: Test C2– Routing and city centre interchange – A9119 Routing

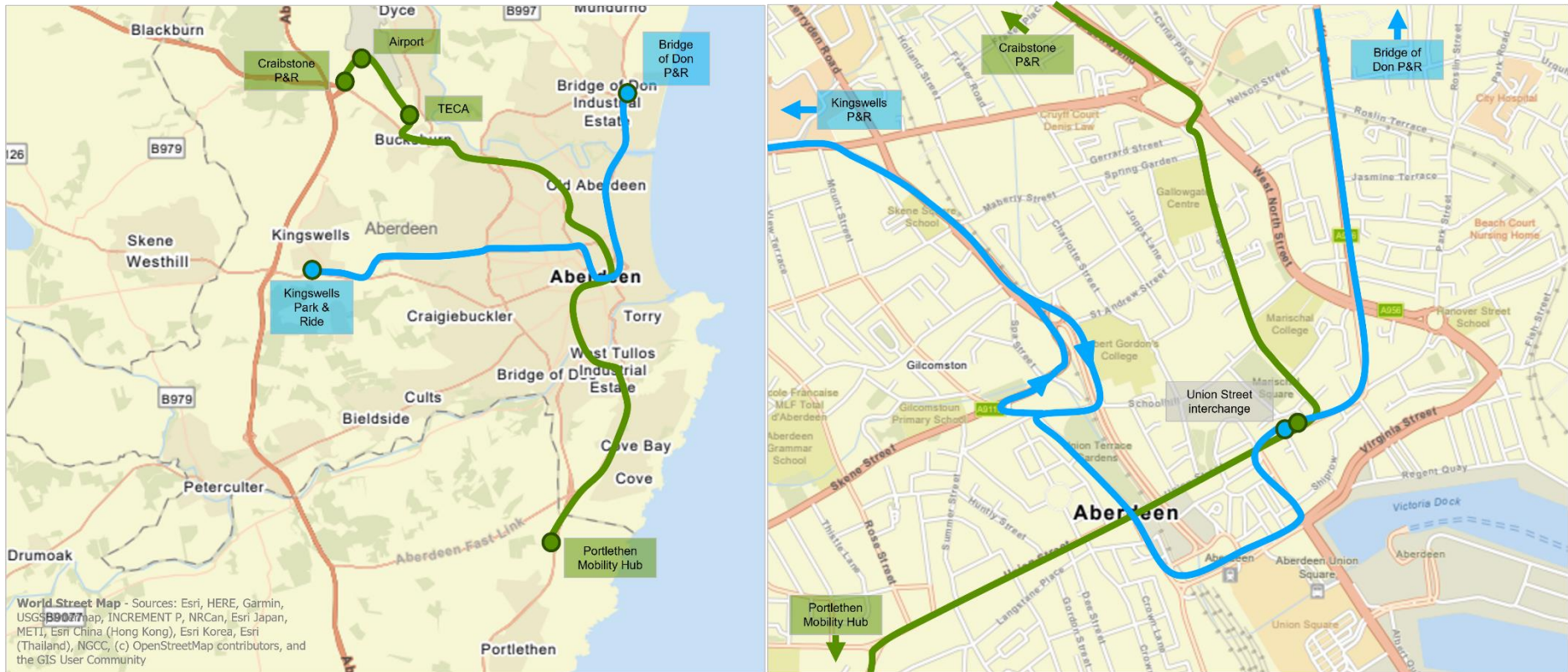


Figure 3:15: Test D – Routing and city centre interchange – Routing via Holburn Street / Great Southern Road / West Tullos Road / Wellington Road

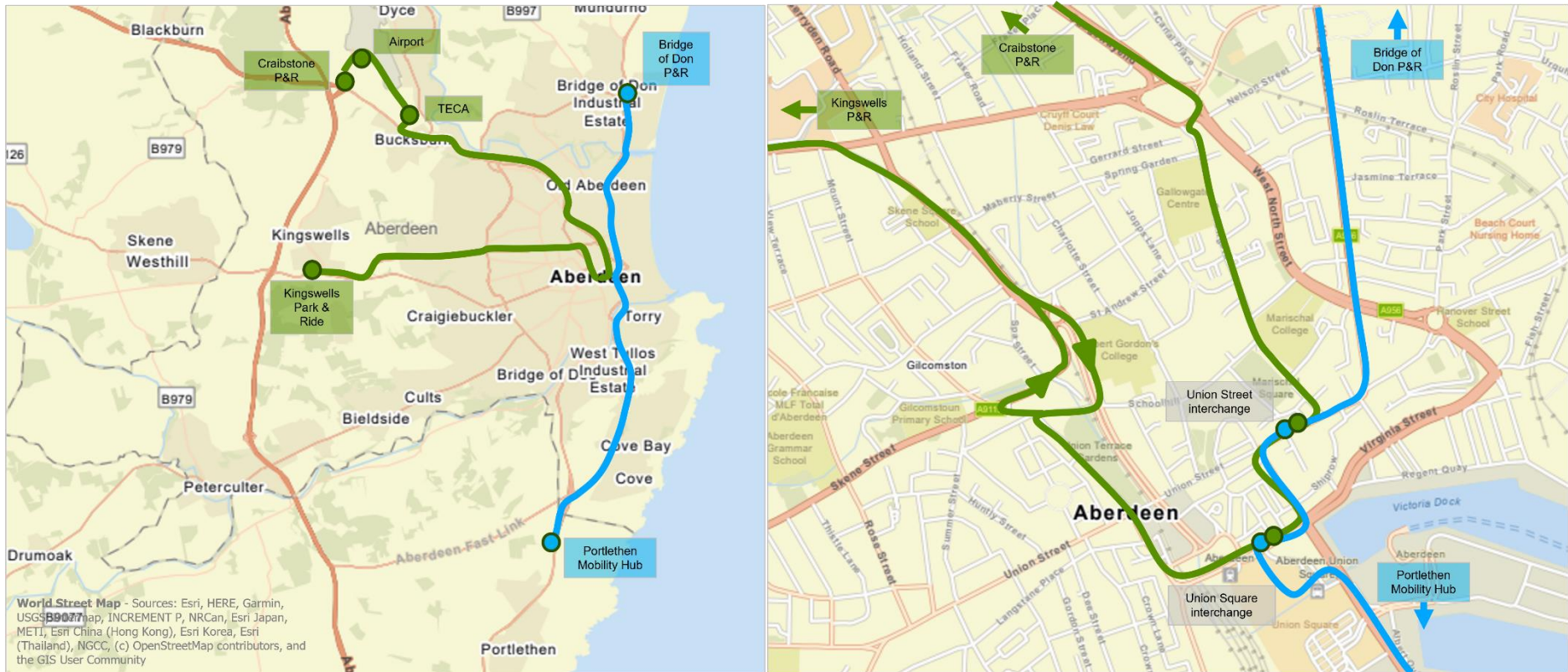


Figure 3:16: Test E – Routing and city centre interchange – Changed cross-city connectivity

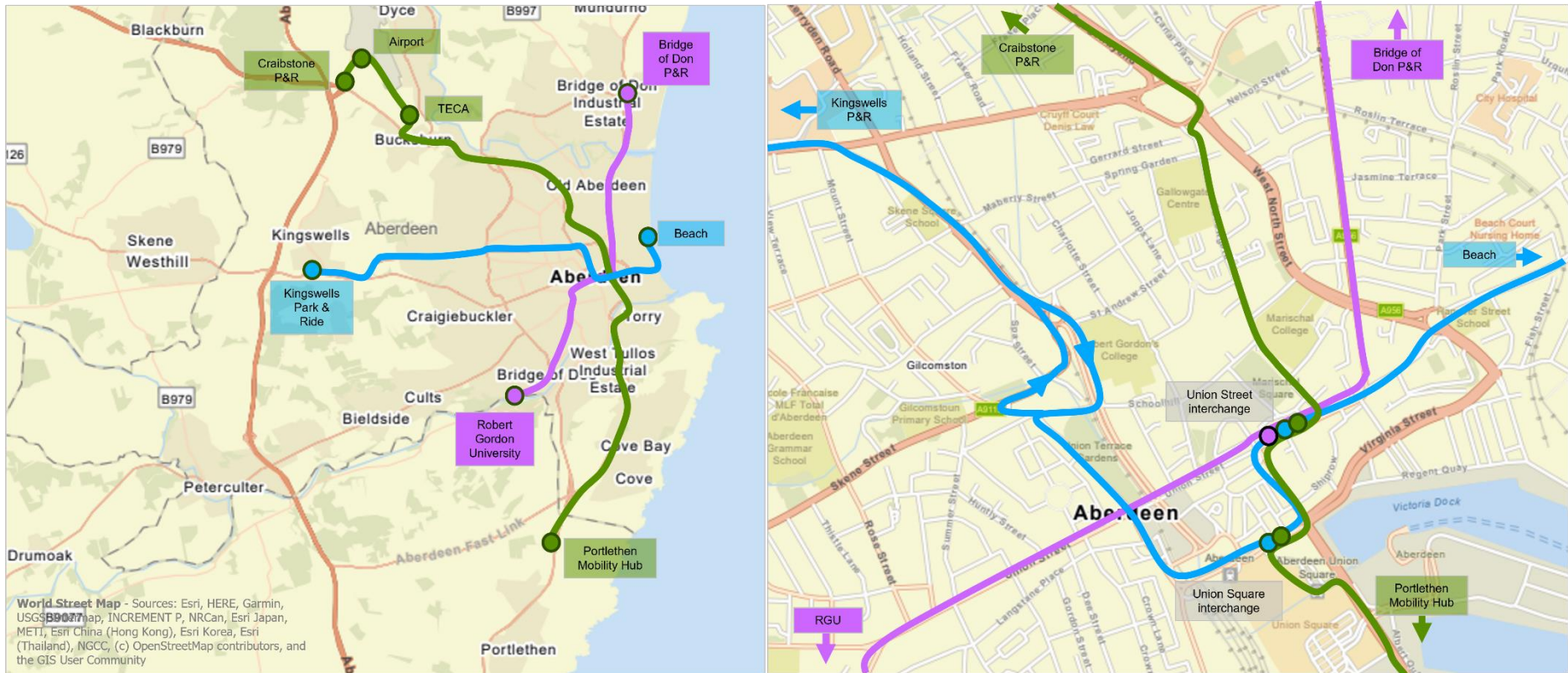


Figure 3:17: Test F- Routing and city centre interchange – Three ART lines variant

3.5 Modelling and Assumptions

ASAM Model

- 3.5.1 The ASAM19 2030 ‘without policy’ model scenario was chosen to test the options. Given ART is one of the mechanisms likely to support achieving a reduction in vehicle kilometres by 2030 (as set out in Scottish Government policy), it is deemed more appropriate to test the scheme in a scenario more closely aligned with a ‘business as usual’ future situation (as opposed to in the 2030 ‘with policy’ scenario which reflects a future position where the 20% vehicle kilometre reduction has already been achieved).

Bus Priority Infrastructure Assumptions

- 3.5.2 Through discussion with the relevant corridor studies teams, the latest assumptions on the bus priority infrastructure along the corridors being considered in each test was coded into the ASAM19 model. The corridor studies have sought to design infrastructure to enable the success of ART (against its objectives) and therefore the infrastructure coded into the model presents, where possible, the greatest level of bus priority which could be achieved along each route, though both road space reallocation and junction / signal design. Note however, that at certain locations the available road space is challenging and compromise between bus priority and active travel has been required. Further consideration of the potential impact on ART as a result of this needs close consideration as the corridor studies progress. *Supporting Technical Note A: ART Routeing Analysis - Infrastructure Assumptions (Stantec, March 2024)* provides details of the infrastructure coded into the model for each corridor, which reflects the assumed infrastructure as of January 2024.

Underlying bus network integration

- 3.5.3 At the previous Detailed Options Appraisal stage of the study, it was recognised that ART will operate as a high frequency bus service along the ART corridors and as such will overlap with existing services. If ART is to be part of an integrated and efficient city-wide bus network, changes will be required to existing bus routes and services.
- 3.5.4 Similar to the process undertaken during the previous testing, for each of the routeing tests considered, a set of changes were made to the existing bus network based on the extent to which ART services overlap with the existing bus network, while seeking to maintain overall accessibility to the bus network across Aberdeen.
- 3.5.5 It should be noted that this exercise by no means seeks to establish the exact nature of any changes to the underlying bus services if ART were implemented as per any of the tests. The analysis here has helped establish an illustrative bus network model for the purposes of testing. The work has also fed into an understanding of the potential commercial implications across the tests to bus operations in terms of ensuring an efficient and more commercially viable bus network for Aberdeen and into Aberdeenshire. The more precise nature of changes that may be required to the existing network needs greater consideration as the ART project progresses, and once a preferred ART network has been agreed, and through in-depth and ongoing involvement from existing operators.
- 3.5.6 *Supporting Technical Note B: ART Routeing Analysis – Bus Network Changes (Stantec, March 2024)* provides details of the underlying bus network assumptions coded into the model for each test.

Service Headways

- 3.5.7 Given the outcomes of the previous spreadsheet-based testing at the Preliminary Options Appraisal stage of the study, for the purpose of comparing the routeing at this stage, ART service headways of 10 mins were assumed for ART services i.e., 6 buses per hour. This represents what can be termed a ‘turn up a go’ frequency.

Other Assumptions

- 3.5.8 Further modelling assumptions, similar to those assumed during the previous testing, were also applied including:
- Reduced 'in-vehicle weighting' on ART services (compared to existing bus services) - to reflect the higher quality of ART buses (weighting of 1.4 reduced to 1.2)
 - Bus stop spacing altered with 'platforms' along the ART corridors spaced approximately 800m for ART services
 - Bus stop dwell times reduced for ART services to reflect the faster alighting and boarding assumed through use of bespoke multi-door vehicles (25 seconds existing bus dwell time reduced to 17 seconds for ART services)
 - Applying a First Aberdeen fare structure to ART services (i.e., it is not assumed to be a 'premium' product) with added distance/fare for outlying connections i.e., Westhill

4 Elected Members Engagement

4.1 Introduction

- 4.1.1 As noted in Chapter 2, a workshop was held with Aberdeen City Council and Aberdeenshire Council Elected Members to gain councillor feedback on the network and routes being considered. The workshop was held on March 8th 2024 at Aberdeenshire Council’s Woodhill House offices. In total 20 elected members were in attendance, with 12 from Aberdeenshire Council and 8 from Aberdeen City Council.
- 4.1.2 At the workshop an overview of ART was given, explaining the aims of the scheme and the work done to date on the project. A discussion around the corridors, framed as set out above by corridor in Chapter 3. Elected Members were then invited to move around four corridor ‘stations’ manned by members of the Stantec project team, and Nestrans and council officers. Each station had available large maps of the relevant corridor and post-it notes for providing general and location specific feedback.
- 4.1.3 Elected member were asked to consider five core questions in relation to each corridor and the network overall:
- What are the key destinations that ART needs to serve and does this point us to any preferred routes or key interchange points?
 - Should one ART service run along the length of Union Street?
 - Should connecting the Beach and Robert Gordon University be brought into the wider ART vision?
 - What are your views on terminus points for each corridor?
 - What are your views on the priority corridors for delivery?

4.2 Workshop Feedback

- 4.2.1 Feedback in relation to each corridor, and then more general comments are presented in the table below.

Table 4:1: Elected Member Workshop Feedback

Corridor / Network	Comment
North	Further discussion was needed with local councillors on Blackdog as a terminus point
	Cloverhill should be served by ART, noting the social housing being developed at the site
	The route from the north should connect through to Robert Gordon University (connecting the two university sites)
	Connections from the north to Foresterhill Health Campus considered very important
	Concerns about the capacity of King Street if roadspace reallocated to enable bus priority measures
	The Aberdeen Health Village as a key destination on the corridor was noted
North-West	A terminus (P&R) on the A947 (as opposed to Craibstone) should be considered
	Questions around the timeframe for delivery of the Berryden Corridor Improvement Project as well as the impact on existing housing – therefore impacting on routeing decisions for the corridor

Corridor / Network	Comment
	The need to utilise the Craibstone P&R 'white elephant' asset
West	The need for a stop in between Kingswell P&R and Westhill
	ART should extend to Westhill
	The need for ART to serve the Cormack Park training ground (i.e. with an ART stop at the ground)
South	The role of Chapelton Park & Choose site (near Newtonhill) within the ART scheme
	The large population of Portlethen that would not be served if ART terminated at the proposed Mobility hub to the north
	Concern around how ART would impact on the existing Stonehaven to Aberdeen service, and on Portlethen to Aberdeen services
	A need to consider the relationship of ART with events at Cove Football Club Ground, and the post office issue
	Support for a route via Wellington Road
	The importance of a connection from Kincorth to the Foresterhil health Campus
Network wide	Concern that terminating ART at P&R sites would encourage people to drive to the sites and increase car use for part of trips
	Important to have services outwith traditional bus peak times, to support the night time economy and shift workers, including the need for early and late services and at weekend operation
	There is a need for on-bus staff (not the driver) to support those with mobility issues etc. and to ensure safety and security, especially given the much larger vehicles
	The infrastructure design needs to take account of active travel and how bus and cycle tracks are integrated, with cycle tracks behind bus stops
	The need for good integration with the active travel network and active travel infrastructure at P&R sites
	Concern over passenger demand for ART and how it would impact on existing bus services, especially rural services
	Queries on whether the buses will be able to accommodate wheelchairs, luggage, bikes etc. especially if serving the airport
	The need to ensure the development of ART reflected on the changed travel patterns and reasons (post COVID)
	Concern over the existing bus station being too small to accommodate further vehicles, especially larger vehicles, and noting that Flix bus had recently been denied access
	The benefit of improved bus services for deprived areas

5 Testing Outcomes

5.1 Introduction

- 5.1.1 A range of model outputs were compared for the 10 tests and are set out below. This includes consideration of public transport journey times and speeds, modal shift, P&R usage, public transport passenger flows and general road traffic journey times, speeds and flow changes.
- 5.1.2 The analysis is presented below by corridor, with the relevant tests for the respective corridors compared. A final summary across all the tests is then presented and includes a high-level assessment of network 'viability'.

5.2 Caveats

- 5.2.1 There are a number of important factors to be borne in mind when considering the outcomes below:
- The infrastructure assumed in the testing was taken from the latest position with regards to each corridor study. In some cases the decisions made have required compromise between active travel and bus infrastructure. In some cases, the infrastructure assumed has prioritised active travel over bus given the available road space, and in doing so has increased congestion in which buses are also held up. **This interaction between the two modes will need careful consideration as the multi-modal studies and ART progress to ensure the benefits of ART can be fully realised, while providing attractive and viable routes for active travel.** In constrained areas, difficult and challenging decisions will be required.
 - Assumptions were made under each test as to the type of changes that would be made to the underlying bus network, recognising that if ART is to be part of an integrated and efficient city-wide bus network, changes will be required to existing bus routes and services to minimise the duplication of services and associated operating costs and 'bus congestion', while maximising the potential for a commercially viable ART network. The changes assumed in the testing were by no means definitive and abstraction from the existing network to ART is sensitive to the changes made in the underlying network. Detailed discussion including with bus operators will be required to understand how, where and to what extent such changes are likely to be required. Given this, **focussing on absolute passenger demand data is not appropriate** at this stage. In the testing undertaken to inform the routeing it is noted that abstraction from the underlying network and ART demand generated a broadly neutral impact on passenger boardings (it is also worth noting that ART cross city services will reduce passengers 'boardings' to some extent by removing the need for some interchanges), another reason comparing passenger boarding data is not wholly appropriate here.
 - The ART Detailed Options Appraisal demonstrated that the scheme benefits are significantly increased with the inclusion of demand management measures. The routeing testing undertaken here has not accounted for any such measures e.g. associated parking policy changes or neighbourhood mitigation required to fully realise the benefits of ART and minimise any negative impacts from traffic re-routeing due to the proposals. Such measures would increase the benefits of ART in terms of modal shift, and the results as presented here should be viewed as 'overly optimistic' for general road traffic (i.e., journey times are likely to be longer and traffic speeds lower).

5.3 Network Wide Overview – Core Test

- 5.3.1 Individual images comparing the changes in bus passenger flow and general road traffic flow between the core and relevant tests are presented for the corridors below. Overview graphics of the changes in passenger and general road traffic flow between the Reference Case (the

future year model serving as a baseline scenario against which the test scenarios and the Core Test are compared) are shown in the figures below. The ('without policy') Reference Case includes assumptions relating to traffic growth as well as development build out and committed transport schemes.

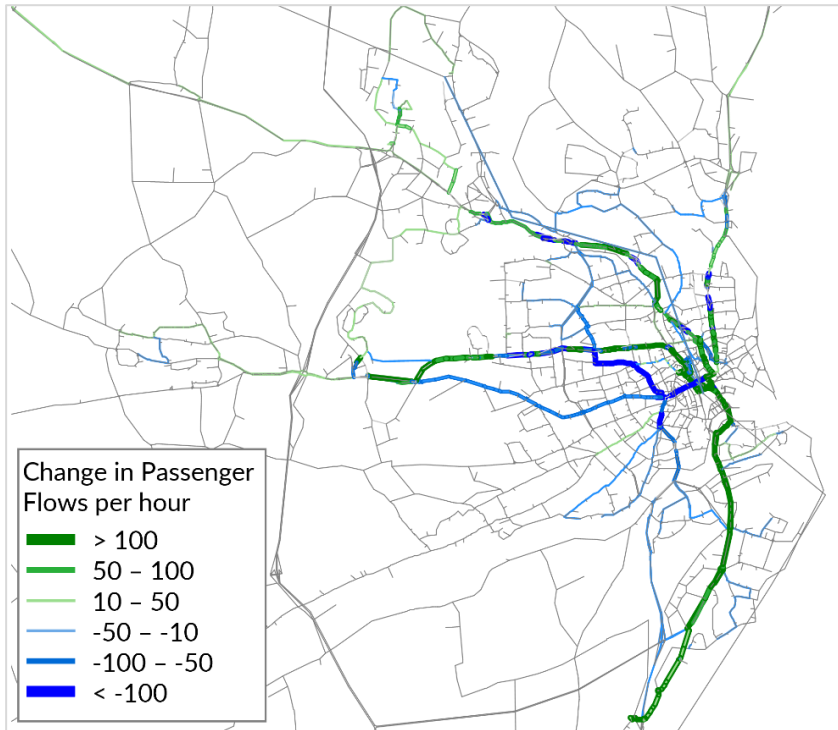


Figure 5:1: Passenger Flow Changes (AM Peak Hour) – Reference Case vs Core Test

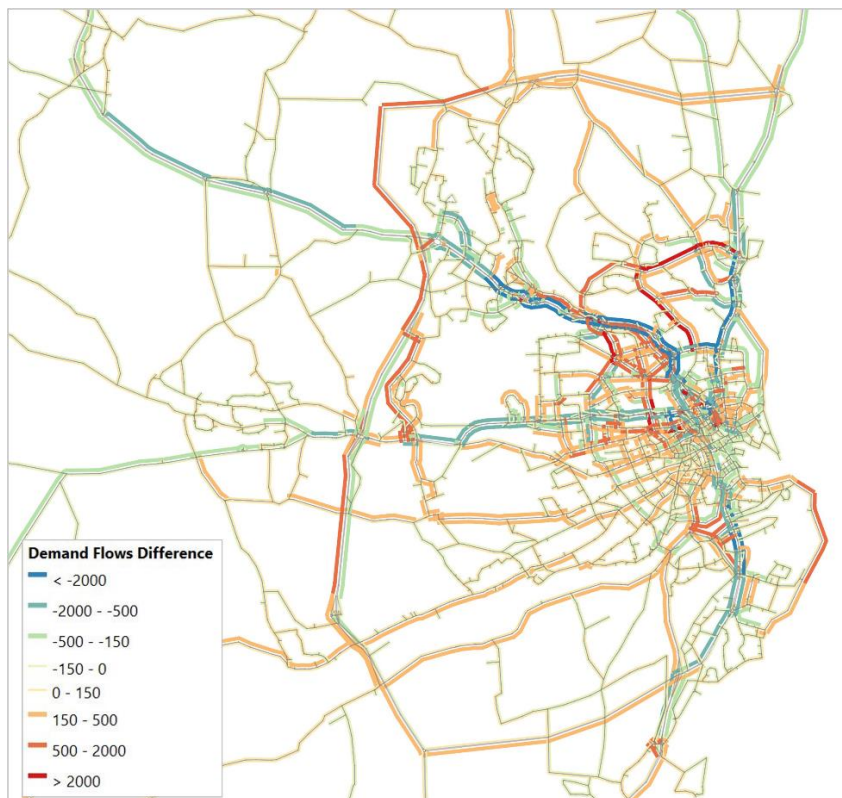


Figure 5:2: Road Demand Flow Changes (AADT) – Reference Case vs Core Test

- 5.3.2 The images show the increase in passengers on the ART corridors and the extensive rerouting occurring as a result of the roadspace reallocation proposals – again note that mitigation to minimise any negative impacts from traffic re-routeing as a result of the ART proposals has not yet been developed or modelled.
- 5.3.3 Such mitigation would be required to minimise the amount of traffic (i.e., ‘through-traffic’ or ‘rat-running’ traffic) using the streets within residential neighbourhoods to get to another destination. Mitigation may include traffic calming measures, locations where access is restricted to bus and cycle only, or cycle only, and would need to be developed and applied consistently across the city to maximise driver understanding. Note that local access and access for emergency vehicles would be maintained.
- 5.3.4 Mitigation to prevent unwanted routeing would not only minimise potential scheme impacts on residential neighbourhoods, but by not allowing such routeing to occur, is likely to increase congestion on the strategic routes (in the short term), making ART more attractive compared to the car.
- 5.3.5 It is recognised however, that even with such mitigation in place, there is still likely to be a level of unwanted wider routeing impacts on the road network.

5.4 Corridor Analysis Overview

5.4.1 The following sections present similar analysis undertaken for each of the four corridors. This includes analysis of:

- **Changes in travel time by public transport** between pertinent origin and destination pairs for each corridor, for both the AM and PM periods. For public transport the travel time represents the total journey travel time i.e. including access walk, wait, transit, interchange wait, egress walk
- **Changes in travel time for road traffic** between pertinent origin and destination pairs for each corridor (matching those used for public transport), for both the AM and PM periods. Unlike buses, general road traffic can re-route within the network between origin and destination pairs. Therefore, the impacts to general road traffic on the corridor itself due to the proposed road space reallocation for ART are not necessarily fully borne out in the general road traffic journey time. As noted above, ART should not be implemented without supporting mitigation to manage undesirable re-routing away from the corridor, but potential mitigation measures to manage these impacts this have not been developed or modelled at this stage. With such measures, it can be surmised that general road traffic journey times would be more greatly impacted than is shown in the results. To provide an indication of traffic re-routeing, the average distance travelled between the origins and destinations is also presented.
- **Modal Shift** across two cordons, an ‘inner’ cordon and a ‘mid cordon, as shown in the figure below.

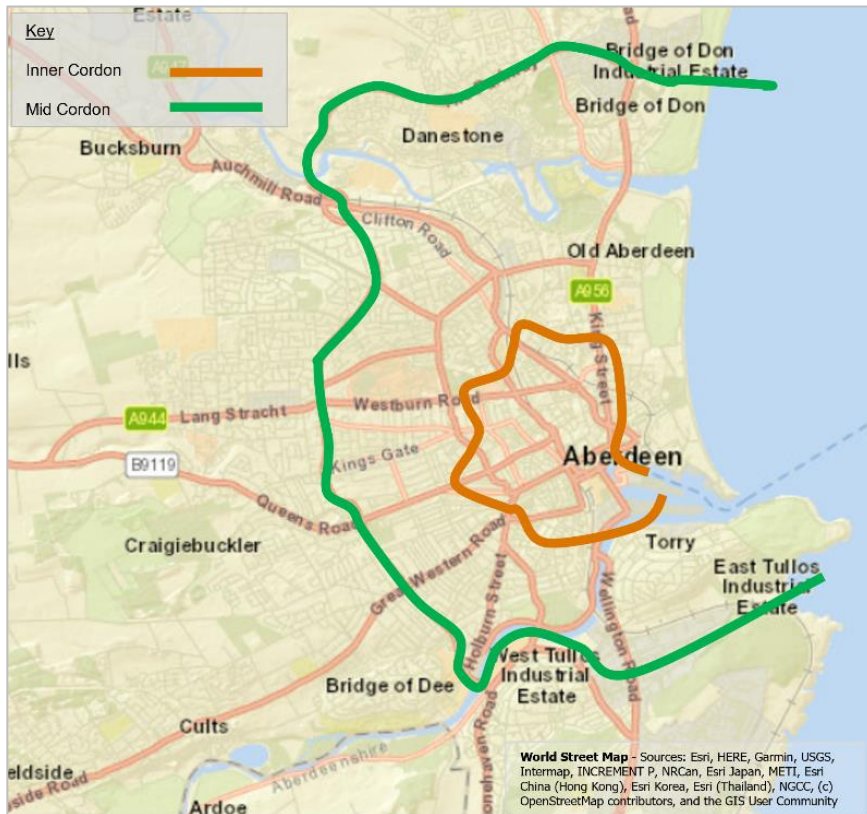


Figure 5:3: Inner, Mid and ART Cordon locations

- **Passenger and Road Traffic Flow Changes** to present a visual representation of where flows are changing across the modelled area – comparing the Core Test and the other tests relevant to each corridor
- **Changes in P&R / Mobility Hub Usage** – indexed to Reference Case usage

5.5 North Corridor

5.5.1 The analysis for the north corridor as presented below considers the Core test, and Tests B1 and B2 as shown below.



Figure 5:4: North Corridor Tests (Core, B1 and B2)

Journey Times

- 5.5.2 Changes in public transport travel time between origins and destinations to/from the northern corridor are shown in Table 5:1. General road traffic travel times between the same origins and destinations as used for public transport (as discussed above) are presented in Table 5:2
- 5.5.3 The results show very different impacts in the AM and PM periods. It is important to note in relation to the north corridor that the latest position with regards to infrastructure being developed through the Ellon to Garthdee study was coded into the model. At the time, the 'preferred' option was a 'Parallel Routes' option (see [Ellon P&R to Garthdee Transport Corridor Study Consultation - Aberdeen City Council - Citizen Space](#)). This option (revised post consultation) sees the proposed 'parallel' active travel route between the junction of West North Street / Beach Boulevard and Kings Street / Seaton Place (south of the Bridge of Don), rejoin the King Street 'mainline' north of Seaton Place. On King Street north of Seaton Place, under these proposals the space required for the active travel route means no bus priority is north of Seaton Place. With the active travel proposals requiring road space reallocation to accommodate them, the road reduces to a single traffic lane in both directions, and buses are in this lane along with general road traffic. Therefore, buses are subject to any congestion caused. As noted below, this impact is felt in the PM period, when the network is much busier.

Table 5:1: Travel time – Bus (North Corridor Tests)

Time Period	Origin Zone	Destination Zone	Travel Time (access walk, wait, transit, interchange wait, egress walk)						
			Time (mins)				% change from Reference Case		
			Reference Case	Core - Bridge of Don P&R	B1 - Cloverhill	B2 - Blackdog	Core - Bridge of Don P&R	B1 - Cloverhill	B2 - Blackdog
AM	Bridge of Don P&R	Union Street	39	30	30	30	-21%	-21%	-21%
	Cloverhill	Union Street	37	34	31	31	-8%	-15%	-15%
	Blackdog	Union Street	57	55	55	39	-3%	-3%	-32%
	Ellon	Foresterhill Health Campus	86	78	77	76	-10%	-10%	-12%
	Ellon	Aberdeen Airport	102	92	92	92	-9%	-10%	-10%
PM	Union Street	Bridge of Don P&R	37	40	40	40	9%	9%	9%
	Union Street	Cloverhill	44	44	42	42	0%	-6%	-6%
	Union Street	Blackdog	55	64	64	50	16%	16%	-9%
	Foresterhill Health Campus	Ellon	86	87	87	86	1%	1%	0%
	Aberdeen Airport	Ellon	101	102	103	102	1%	2%	1%

Table 5:2: Travel time and distance– General road traffic (North Corridor Tests)

Time Period	Origin	Destination	Travel Time							Distance						
			Time (mins)				% change from Reference Case			Distance (km)				% change from Reference Case		
			Reference Case	Core - Bridge of Don P&R	B1 - Cloverhill	B2 - Blackdog	Core - Bridge of Don P&R	B1 - Cloverhill	B2 - Blackdog	Reference Case	Core - Bridge of Don P&R	B1 - Cloverhill	B2 - Blackdog	Core - Bridge of Don P&R	B1 - Cloverhill	B2 - Blackdog
AM	Bridge of Don P&R	Union Street	18	18	18	17	-1%	-1%	-1%	6.4	6.4	6.4	6.4	-1%	-1%	-1%
	Cloverhill	Union Street	18	18	18	18	0%	1%	1%	6.7	6.6	6.6	6.6	-1%	-1%	-1%
	Blackdog	Union Street	22	22	22	22	-1%	0%	-1%	11.3	11.2	11.2	11.2	-1%	-1%	0%
	Ellon	Foresterhill Health Campus	31	31	31	31	0%	0%	0%	28.0	27.9	27.9	28.0	0%	0%	0%
	Ellon	Aberdeen Airport	26	26	26	26	0%	0%	0%	33.7	33.7	33.7	33.7	0%	0%	0%
PM	Union Street	Bridge of Don P&R	18	27	26	27	45%	43%	44%	6.6	6.9	6.9	6.9	4%	5%	4%
	Union Street	Cloverhill	18	26	25	26	47%	45%	46%	6.3	6.5	6.6	6.5	4%	5%	4%
	Union Street	Blackdog	22	30	30	30	37%	35%	36%	10.4	10.6	10.7	10.6	3%	3%	2%
	Foresterhill Health Campus	Ellon	32	34	34	34	7%	7%	7%	26.8	29.7	29.7	29.6	11%	11%	10%
	Aberdeen Airport	Ellon	27	27	27	27	0%	0%	0%	33.7	33.7	33.7	33.7	0%	0%	0%

- In the **AM period**:
 - Significant reductions in public transport travel time for travel into the city centre, over 20% (9 minutes) quicker between Bridge of Don and Union Street
 - In Test B1 when ART terminates at Cloverhill, total travel time reduces by around 15% (6 minutes) between Cloverhill and Union Street
 - Comparing between tests shows accessibility improvements for those at Blackdog creating a much reduced overall journey time with total travel time (when ART terminates at Blackdog as in Test B2) to Union Street reduced by over 30% (18 minutes) i.e. benefits of having both the improved connection and the bus priority on the route
 - Reductions in travel time, under all tests, to both Foresterhill Health Campus and the airport (around 10% reduction (approximately 10 minutes) in travel time from Ellon)
- In the **PM period**, noting the above narrative with respect to the assumed infrastructure and increased congestion caused due to the proposed active travel infrastructure north of Seaton Place:
 - In the Core Test (terminating at Bridge of Don): overall bus travel time increases by 9% (3 minutes) between Bridge of Don and the city centre, whereas general road traffic travel times increase by 45% (9 minutes)
 - In Test B1 (terminating at Cloverhill): overall bus travel time reduces by 6% (2 minutes) between Cloverhill and the city centre, whereas general road traffic travel times increase by 45% (7 minutes)
 - In Test B2 (terminating at Blackdog): overall bus travel time reduces by 9% (5 minutes) between Blackdog and the city centre, whereas general road traffic travel times increase by 36% (8 minutes)
 - The results show that although the impact of the assumed infrastructure suggests a worsening of bus travel time, the bus priority assumed (south of Seaton Place) has 'protected' travel time by bus when compared to the car i.e. the increase in road traffic travel times are far greater than that seen for bus
 - In all the tests the distance travelled by general road traffic has increased, suggesting congestion is causing traffic to re-route, especially between Ellon and the Foresterhill Health Campus where the distance travelled increases by around 10% - note there is no distance change between Ellon and Aberdeen Airport as traffic will be using the Aberdeen Western Peripheral Route (AWPR) for this journey in both the Reference Case and tests.

Modal Shift

- 5.5.4 Bus passenger flow changes (12 hour flows) across the two cordons are presented in Table 5:3 alongside Figure 5:5 which presents passenger flow changes comparing the Tests B1 and B2 with the Core Test. Thereafter, Table 5:4 and Figure 5:6 present similar information for road traffic flow changes (12 hour flows).

Bus Passenger Flow Changes

Table 5.3: Bus Passenger 12-hour passenger flow across the cordons (North Corridor Tests)

Cordon	Direction	% difference from Ref Case		
		Core	B1	B2
Inner	In	6.2%	6.2%	7.7%
	Out	6.1%	6.2%	7.7%
	Tot	6.2%	6.2%	7.7%
Mid	In	13.7%	13.0%	15.6%
	Out	10.0%	9.5%	11.9%
	Tot	11.9%	11.3%	13.8%

5.5.5 Table 5.3 shows between a 6-8% increase in bus passenger flows across the inner cordon, and a 11-14% increase across the mid cordon. The greatest increase (14%) is seen under Test B2 where ART terminates at Blackdog. However, the results here need to be viewed in tandem with the P&R usage results (presented below). These results show that when ART extends to Blackdog, there is an erosion of usage at Ellon P&R site, suggesting more people are driving to Blackdog to access ART. It is approximately 17km from Ellon to Blackdog. So while the percentage mode share suggests an increased modal shift compared to the Core Test, it is likely that extending ART to Blackdog is actively increasing vehicle kilometres being driven while also impacting to some degree on the use of the Ellon P&R site itself.

5.5.6 The flow diagrams show:

- The limited impact of Test B1 when compared to the Core Test

5.5.7 The more significant change in passenger flows in Test B2, but again caveated as per the text above in relation to Ellon P&R and abstraction from the site

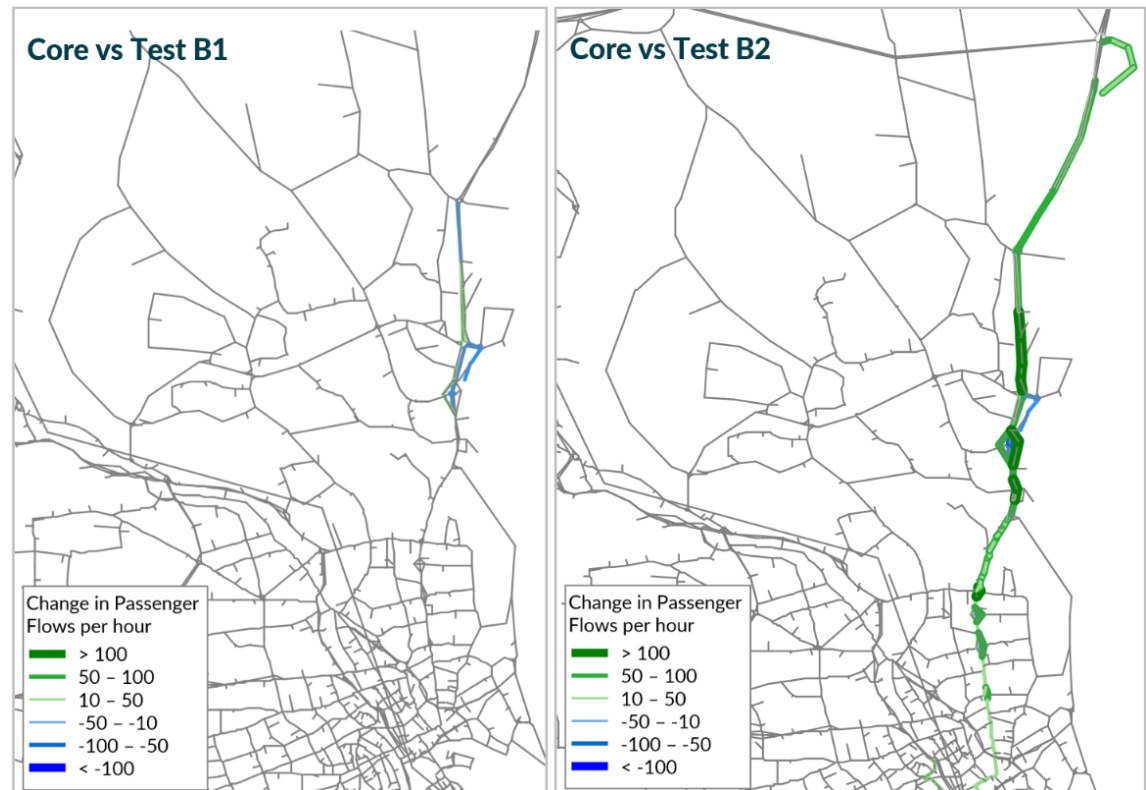


Figure 5.5: Passenger Flow Changes (AM Peak Hour) – Core Test vs Test B1 and B2

Road Traffic Flow Changes

Table 5.4: General road traffic 12-hour flow across the cordons (North Corridor Tests)

Cordon	Direction	% difference from Ref Case		
		Core	B1	B2
Inner	In	-2.6%	-2.4%	-2.8%
	Out	-1.4%	-1.2%	-1.5%
	Tot	-2.0%	-1.8%	-2.1%
Mid	In	-4.0%	-4.0%	-4.1%
	Out	-6.6%	-6.7%	-6.7%
	Tot	-5.3%	-5.3%	-5.4%

5.5.8 Table 5.4 shows a reduction in general road traffic of 2% across the inner cordon and 5% across the mid cordon, the figures being similar across the Core Test and Tests B1 and B2.

5.5.9 Firstly, it is clear from Figure 5:2 that re-routeing by general road traffic is occurring away from the Ellon Road / King Street route via the AWPR, The Parkway / North Anderson Drive and via Gordon Brae / Diamond Bridge. In addition, the B997 and the Esplanade are used. Again, as noted above, such re-routeing could be minimised by appropriate mitigation measures.

5.5.10 In terms of Tests B1 and B2 and their comparison to the Core test, when ART is extended to Cloverhill (Test B1) there is some additional traffic reduction between Blackdog and the Parkway. This is slightly more pronounced in Test B2, and the increase in traffic by those joining ART at the Blackdog terminus can also be seen.



Figure 5.6: Road Traffic Demand Flow Changes (AADT) –Core Test vs Test B1 and Test B2

P&R / Mobility Hub Usage

5.5.11 The overall demand across the full ART network for the tests considering changes in the northern corridor are shown in the table below, alongside details of the impact on P&R usage. It should be noted that the current Bridge of Don P&R site is not well served (indeed no services serve the site at the time of writing). Rather than present absolute usage figures, in order to focus on comparing the tests, Reference Case usage at the site has been indexed to 100.

Table 5:5: P&R Usage – average AM and inter-peak occupancy (North Corridor Tests)

Test	P&R Usage (indexed to Reference Case = 100)		
	Bridge of Don	Ellon	Total
Reference Case	100	100	100
Core (Bridge of Don P&R)	188	95	115
B1 – Cloverhill	123	95	101
B2 – Blackdog	129	85	94

5.5.12 The results suggest:

- Usage of the Bridge Don P&R site nearly doubles in the Core test compared to the Reference Case
- Terminating at Cloverhill does not generate significantly greater ART demand over and above serving Bridge of Don P& R site but does abstract users from Bridge of Don P&R site (i.e., the usage of Bridge of Don P&R site goes down compared to the Core test). There is some minor abstraction from Ellon P&R site.
- Terminating at Blackdog generates an additional 6% passenger demand on ART services compared to the core network where ART terminates at the Bridge of Don P&R site. However, this comes at the expense of usage of both Bridge of Don and Ellon P&R site and is likely to be, to a small degree, increasing vehicle kilometres by those now driving between Ellon and Blackdog. However, if the Bridge of Don site were repurposed, it could be assumed that the majority of demand at the site would shift to the Blackdog site – where a new Mobility Hub is assumed could be provided. Such a site would also reduce vehicle kilometres into Aberdeen by capturing demand from further out of the city. A smaller parking facility at Bridge of Don could be provided to cater for more localised demand, with access from such a site through to stops on the main carriageway.

North Corridor Summary

With ART in place, there are positive impacts on bus journey times, modal shift and P&R usage. The benefits of terminating ART further north of the Bridge of Don at Cloverhill are not clear, however extending further north to Blackdog shows greater benefit. If the Bridge of Don site were repurposed, it could be presumed that the majority of demand at the site would shift to the Blackdog site – where a new Mobility Hub is assumed could be provided. Such a site would also reduce vehicle kilometres into Aberdeen by capturing demand from further out of the city. For these reasons, terminating ART at a new Mobility Hub at Blackdog and repurposing the Bridge of Don P&R site is recommended. Early discussions with those developing the Blackdog site is recommended.

5.6 North-West Corridor

5.6.1 The analysis for the north-west corridor as presented here considers the Core test, and Tests A1 and A2 as shown below.

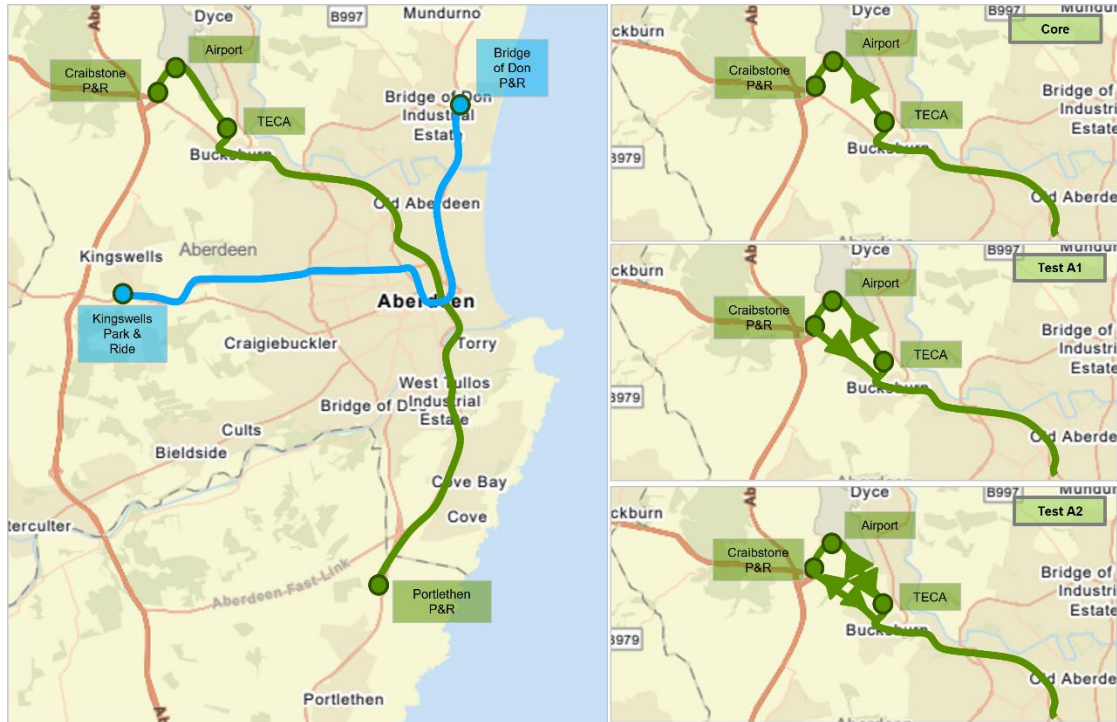


Figure 5:7: North-West Corridor Tests (Core, A1 and A2)

Journey Times and Speeds

5.6.2 Changes in public transport travel time between origins and destinations to/from the north-west corridor are shown in Table 5:6. General road traffic travel times between the same origins and destinations as used for public transport above are presented in Table 5:7, alongside distance data to enable an appreciation of traffic re-routing.

Table 5:6: Travel time – Bus (North-West Corridor Tests)

Time Period	Origin	Destination	Travel Time (access walk, wait, transit, interchange wait, egress walk)						
			Time (mins)				% change from Reference Case		
			Reference Case	Core TECA-Airport- Craibstone P&R	A1 - Craibstone P&R TECA-Airport- Craibstone P&R - City	A2 - Craibstone P&R (alternating loop)	Core – Craibstone P&R	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)
AM	Airport	Union Street	50	42	49	46	-17%	-2%	-8%
	Craibstone P&R	Union Street	55	43	36	40	-22%	-35%	-28%
	Inverurie	Foresterhill Health Campus	60	59	59	59	-2%	-2%	-3%
PM	Union Street	Airport	55	44	44	49	-20%	-19%	-10%
	Union Street	Craibstone P&R	58	46	46	43	-21%	-21%	-27%
	Foresterhill Health Campus	Inverurie	68	67	68	66	-1%	0%	-2%

5.6.3 The results show:

- Significant journey time reductions between the Craibstone P&R / airport and Union Street in all tests (between 12 and 19 minute reductions)
- Greater journey time reduction between Craibstone P&R and the city centre under Test A1 (with a 35% (19 minute) reduction compared to the Reference Case, and a 22% (12 minute) reduction under the Core Test), as the direct routeing from the P&R site into the city centre (i.e., not via the airport). In Test A2 where only every other ART service routes directly between Craibstone P&R and the city centre the journey time reduction is less at 28% (15 minutes) compared to the Reference Case.
- There are some minor journey time benefits in travel time between Inverurie and the Foresterhill Health Campus. It is worth noting that the rail service between Inverurie and the city centre is likely to be used for that part of the trip and hence the journey time will not be impacted by ART over that section.

Table 5.7: Travel time and distance – General Road Traffic (North-West Corridor Tests)

Time Period	Origin	Destination	Travel Time						Distance							
			Time (mins)			% change from Reference Case			Distance (km)			% change from Reference Case				
			Reference Case	Core – Craibstone P&R	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)	Core – Craibstone P&R	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)	Reference Case	Core – Craibstone P&R	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)	Core – Craibstone P&R	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)
AM	Airport	Union Street	23	25	24	24	6%	5%	4%	11.2	11.2	11.2	11.2	0%	0%	0%
	Craibstone P&R	Union Street	24	25	25	25	2%	4%	3%	10.4	10.4	11.2	11.2	0%	8%	8%
	Inverurie	Foresterhill Health Campus	33	33	33	36	2%	1%	8%	25.3	25.3	24.2	25.6	0%	-4%	1%
PM	Union Street	Airport	25	29	29	31	17%	16%	23%	11.5	12.5	12.4	12.4	9%	8%	8%
	Union Street	Craibstone P&R	26	29	30	31	13%	15%	20%	10.7	11.7	11.7	13.5	9%	9%	26%
	Foresterhill Health Campus	Inverurie	34	35	36	37	4%	5%	9%	24.7	24.8	24.8	26.6	1%	1%	8%

5.6.4 The results show:

- General road traffic journey times increase, with the greatest increase noted of 23% between Union Street and the airport under Test A2. Note that this maximum journey time percentage increase only equates to approximately 6 minutes in additional travel time.
- Distance travelled between the airport / Craibstone P&R and the city centre also increases - generally around 8-9% under the Core and Tests A1 and A2 in the PM period, but up to 26% (around a 3km increase) in the PM in Test A2, indicating a degree of re-routing.

Modal Shift

5.6.5 Bus passenger flow changes (12 hour flows) across the two cordons are presented in Table 5:8 alongside Figure 5:8 which presents passenger flow changes comparing the Tests A1 and A2 with the Core Test. Thereafter, Table 5:9 and Figure 5:9 present similar information for road traffic flow changes (12 hour flows). See Figure 5:1 for comparison of the Core Test to the Reference Case.

Bus Passenger Flow Changes

Table 5:8: Bus Passenger 12-hour passenger flow across the cordons (North-West Corridor Tests)

Cordon	Direction	% difference from Ref Case		
		Core – Craibstone P&R	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)
Inner	In	6.2%	6.1%	5.9%
	Out	6.1%	6.2%	6.1%
	Tot	6.2%	6.2%	6.0%
Mid	In	13.7%	13.6%	13.6%
	Out	10.0%	10.1%	10.1%
	Tot	11.9%	11.9%	11.9%

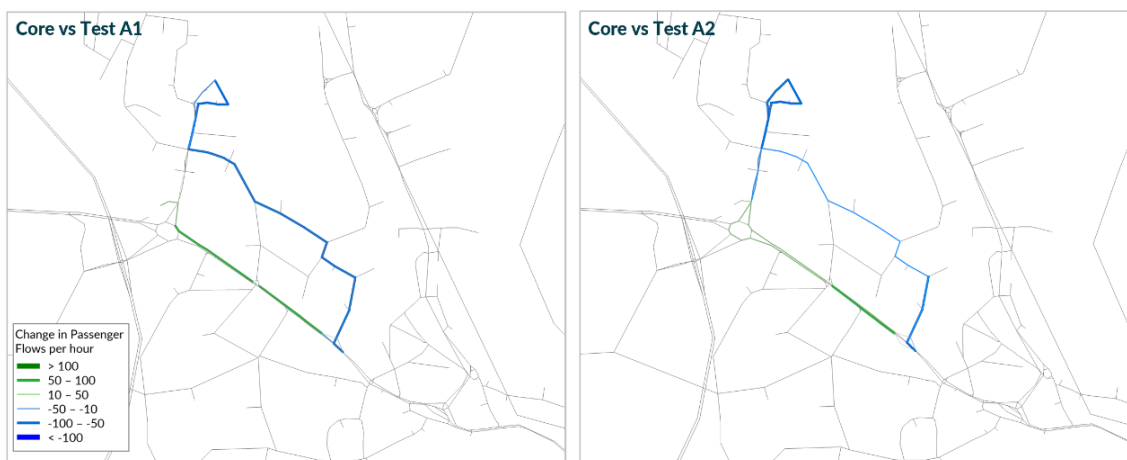


Figure 5:8: Passenger Flow Changes (AM Peak Hour) – Core Test vs Test A1 and A2

5.6.6 Note that the test variations between the Core Test and Tests A1 and A2 were undertaken to consider the journey time impacts of the alternative routeing around TECA, the airport and Craibstone P&R. As such, it was decided that Tests A1 and A2 would be run within ASAM as fixed assignment matrices (based on the Core Test Demand runs). Given this, the figures for Tests A1 and A2 reflect only a changed model assignment and for that reason are generally consistent with the Core test (with no demand modal shift reflected in the modelling).

5.6.7 The flow change diagrams show, as would be expected, a reduction in flow between the airport and TECA in both Tests A1 and A2 given the changed ART routeing, with the reduction greatest in Test A1 when the route from the airport into the city centre is via Craibstone P&R (and not TECA).

Road Traffic Flow Changes

Table 5:9: General road traffic 12-hour flow across the cordons (North-West Corridor Tests)

Cordon	Direction	% difference from Ref Case		
		Core – Craibstone P&R	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)
Inner	In	-2.6%	-2.8%	-3.0%
	Out	-1.4%	-1.6%	-1.8%
	Tot	-2.0%	-2.2%	-2.4%
Mid	In	-4.0%	-4.1%	-4.1%
	Out	-6.6%	-6.6%	-7.1%
	Tot	-5.3%	-5.4%	-5.6%

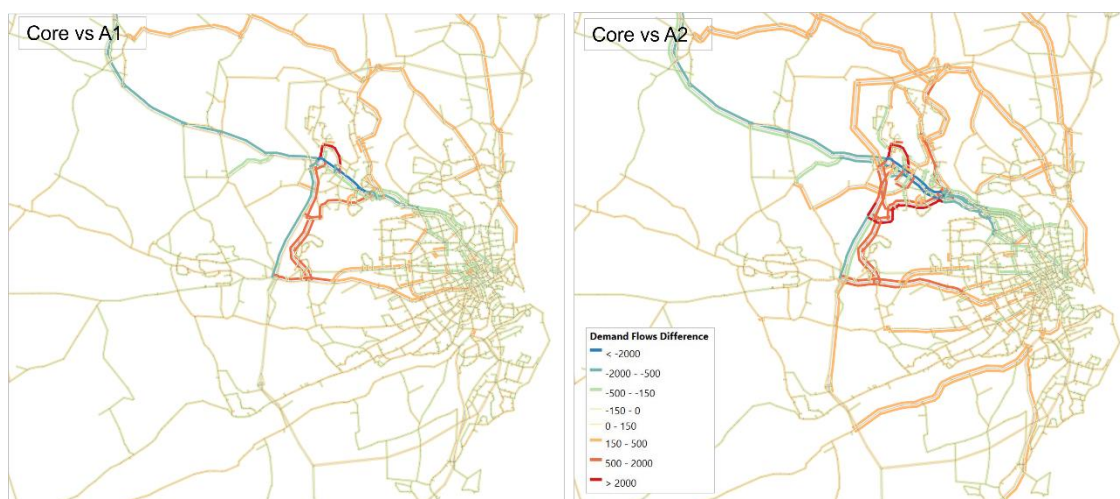


Figure 5:9: Road Traffic Demand Flow Changes (AADT) –Core Test vs Test A1 and Test A2

5.6.8 The figure shows traffic re-routings changes in both Test A1 and A2 compared to the Core Test, with more pronounced changes in Test A2 with a considerable volume of traffic re-routings through Kingswells and along both the A944 and A9119 (and on the A93 in Test A2). Note that the ART priority proposals at the A96 / Dyce Drive traffic signals for Tests A1 and A2 are causing this disruption within the road model network, due to the lower general traffic capacity available through this junction. These re-routings impacts do appear quite severe within the modelling, but the general outcome suggests there are greater challenges in this area for general road traffic when reallocating roadspace towards bus priority (due to the high volumes of traffic). Further work is required through the A96 multi-modal corridor study to explore and identify an optimum solution at this location which balances bus priority with general traffic requirements.

P&R Usage

5.6.9 Details of the impact on usage at Craibstone P&R are presented below. Note that the variations between the Core Test and Tests A1 and A2 were undertaken primarily to consider the journey time impacts of the alternative routing around TECA, the airport and Craibstone P&R. As noted above, it was decided that Tests A1 and A2 would be run within ASAM as fixed assignment matrices (based on the Core demand). Given this, the P&R figures for Tests A1 and A2 are consistent with the Core test (and reported as such below).

Table 5:10: P&R Usage - average AM and inter-peak occupancy (North-West Corridor Tests)

Test	Craibstone P&R Usage (indexed to Reference Case = 100)
Reference Case	100
Core (and Tests A1 and A2)	246

5.6.10 The results suggest show more than a doubling of use at the P&R site with the proposals in place.

North-West Corridor Summary

The results show the positive impact on reducing bus journey times and increasing bus speeds across the tests, with the various tests impacting on journey time from Craibstone P&R and the airport, dependent on whether there is a direct connection into / out of Aberdeen from those locations under each test. There are clear journey time benefits to those joining the ART service at Craibstone P&R when the route into the city is not via the airport or TECA, but this is at the expense of both journey times for those connecting with those sites. In depth discussions with Aberdeen airport would be required to understand the potential benefits of ART to the airport as well as the impacts on both airport parking and parking revenue, to settle on a routeing pattern which considers and meets the needs of all potential ART users and destinations served. The analysis shows that the optimum route into the city centre, taking account of feedback from the bus operators, would be via the A96 / Great Northern Road, Powis Terrace / Place, Gallowgate and Broad Street to Union Street.

5.7 West Corridor

5.7.1 The analysis for the west corridor as presented here considers the Core test, and Tests C1 and C2 as shown below.



Figure 5:10: West Corridor Tests (Core, C1 and C2)

Journey Times and Speeds

- 5.7.2 Changes in public transport travel time between origins and destinations to/from the west corridor are shown in Table 5:11. General road traffic travel times between the same origins and destinations as used for public transport above are presented in Table 5:12 alongside distance data to enable an appreciation of traffic re-routeing.

Table 5:11: Travel time – Bus (West Corridor Tests)

Time Period	Origin	Destination	Travel Time (access walk, wait, transit, interchange wait, egress walk)						
			Time (mins)				% change from Reference Case		
			Reference Case	Core - Kingswells P&R (via A944)	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	Core - Kingswells P&R (via A944)	C1 - Westhill via A944	C2 - Kingswells P&R via A9119
AM	Kingswells	Union Street	39	32	32	35	-19%	-19%	-12%
	Westhill	Union Street	56	57	45	57	1%	-21%	0%
	Westhill	Foresterhill Health Campus	63	43	37	63	-32%	-41%	-1%
	Westhill	Airport	72	60	60	60	-16%	-17%	-16%
PM	Union Street	Kingswells	40	34	34	35	-15%	-15%	-12%
	Union Street	Westhill	59	59	48	59	-1%	-19%	-1%
	Foresterhill Health Campus	Westhill	59	47	40	59	-21%	-34%	0%
	Airport	Westhill	103	62	61	62	-40%	-41%	-40%

5.7.3 The results show:

- More significant journey time benefits achieved with an ART service routeing along the A944 (Core Test) than the A9119 (Test C2). Between Kingswells and Union Street bus journey times reduce by 19% (7 minutes) in the AM when routeing along the A944, compared to a 12% (4 minutes) reduction when routeing down the A9119. In the PM, these figures are 15% (6 minutes) and 12% (5 minutes) respectively.
- There is a significant improvement in journey time for those in Westhill / joining ART in Westhill when ART is extended to the town (Test C1). The journey time by bus between Westhill and Union Street reduces by around 20% (11 minutes) in both the AM and PM periods (compared to limited change in the Core when, compared to the Reference Case, ART does not extend to Westhill - reflecting the fact that users are likely to remain on services routing via the A9119). Note that the significant journey time reduction between Westhill and the Airport has been gained through the inclusion of a new local service linking Westhill and Dyce, introduced to maintain local accessibility due to other underlying bus network changes made to integrate the ART proposals (see *Supporting Technical Note B*).

Table 5.12: Travel time and distance – General road traffic (West Corridor Tests)

Time Period	Origin	Destination	Travel Time							Distance						
			Time (mins)				% change from Reference Case			Distance (km)				% change from Reference Case		
			Reference Case	Core - Kingswells P&R (via A944)	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	Core - Kingswells P&R (via A944)	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	Reference Case	Core - Kingswells P&R (via A944)	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	Core - Kingswells P&R (via A944)	C1 - Westhill via A944	C2 - Kingswells P&R via A9119
AM	Kingswells	Union Street	20	22	21	21	8%	6%	3%	9.1	9.0	9.0	9.1	-1%	-1%	0%
	Westhill	Union Street	25	27	27	26	5%	8%	2%	12.3	12.0	12.2	12.1	-2%	-1%	-1%
	Westhill	Foresterhill Health Campus	19	21	21	19	8%	11%	1%	9.7	9.5	9.7	9.5	-2%	0%	-2%
	Westhill	Airport	14	14	14	14	1%	3%	1%	9.4	9.4	9.4	9.4	0%	0%	0%
PM	Union Street	Kingswells	21	23	23	22	9%	10%	8%	9.0	9.0	9.0	9.0	-1%	-1%	0%
	Union Street	Westhill	27	29	29	29	6%	5%	6%	12.3	12.3	12.3	12.4	0%	0%	0%
	Foresterhill Health Campus	Westhill	24	26	26	26	10%	9%	9%	10.3	10.9	10.9	10.9	6%	6%	6%
	Airport	Westhill	14	14	14	14	2%	2%	1%	9.8	9.8	9.8	9.8	0%	0%	0%

5.7.4 The results show, general road traffic journey times increase between all origin-destination pairs considered in the AM and PM periods, with journey times increasing by up to around 10% (although noting this only equates to an increase in journey time of around 2 minutes). Traffic re-routing is clear between Westhill and Foresterhill Health Campus with a 6% (around 600m) increase in the distance travelled.

Modal Shift

- 5.7.5 For the modal shift analysis, as noted above for the North and North-West corridors two cordons have been considered. Bus passenger flows and general road traffic flows across the cordons are presented in Table 5:13 and Table 5:14 respectively. Alongside the tables, to provide an indication of the passenger flow and road traffic changes under each test, are figures showing the change in flow per hour in the AM peak, comparing the Core Test with Tests C1 and C2 (see Figure 5:1 for comparison of the Core Test to the Reference Case).

Bus Passenger Flow Changes

Table 5:13: Bus Passenger 12-hour passenger flow across the cordons (West Corridor Tests)

Cordon	Direction	% difference from Ref Case		
		Core - Kings wells P&R (via A944)	C1 - Westhill via A944	C2 - Kings wells P&R via A9119
Inner	In	6.2%	8.5%	4.4%
	Out	6.1%	8.4%	4.4%
	Tot	6.2%	8.4%	4.4%
Mid	In	13.7%	16.9%	9.4%
	Out	10.0%	13.0%	6.3%
	Tot	11.9%	15.0%	7.9%

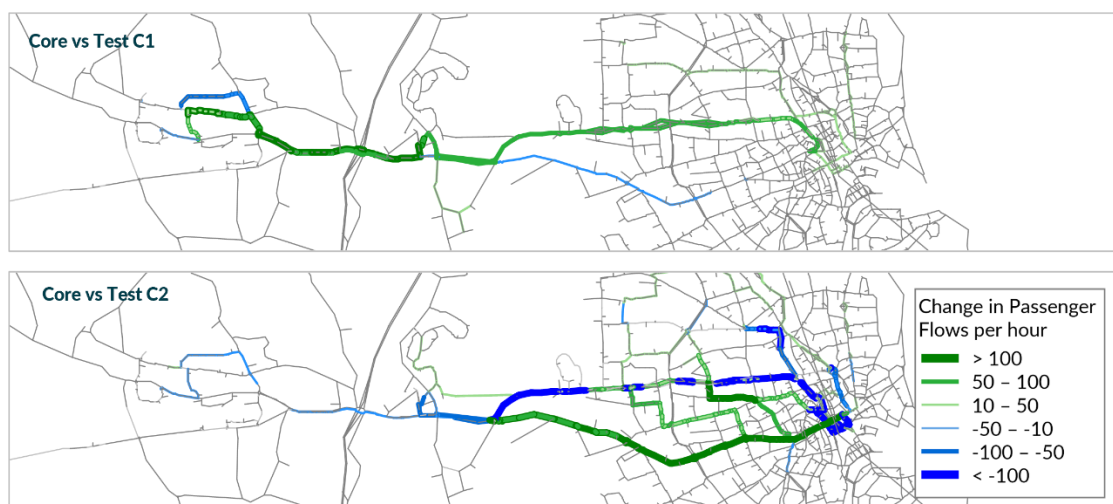


Figure 5:11: Bus Passenger Flow Changes (AM Peak Hour) – Core Test vs Test C1 and C2

5.7.6 The results show the greater modal shift that can be achieved both through extending the ART service to Westhill (Test C1) and through routing along the A944 (Core test compared to Test C2).

5.7.7 The flow change figure shows:

- When the ART service is extended to Westhill (Test C1), passenger flow significantly increases between Westhill and the city centre, with a reduction in passengers on the A9119.
- When the ART service routes via the A9119 (Test C2) there is a corresponding increase in passenger flow on the A9119 and a reduction on the A944.

Road Traffic Flow Changes

Table 5:14: General road traffic 12-hour flow across the cordons (West Corridor Tests)

Cordon	Direction	% difference from Ref Case		
		Core - Kingswells P&R (via A944)	C1 - Westhill via A944	C2 - Kingswells P&R via A9119
Inner	In	-2.6%	-2.5%	-2.8%
	Out	-1.4%	-1.3%	-0.7%
	Tot	-2.0%	-1.9%	-1.7%
Mid	In	-4.0%	-4.2%	-3.4%
	Out	-6.6%	-6.7%	-6.5%
	Tot	-5.3%	-5.4%	-4.9%

5.7.8 The Road Traffic Demand daily traffic flow changes (AADT) between the Core Test and Test C1 and C2 are shown in the figure below (see Figure 5:2 for comparison of the Core Test to the Reference Case). The figure shows:

- The additional traffic re-routeing that occurs when ART is extended to Westhill (Test C1) with increases seen on the A93 and B9077 running parallel to, and immediately south of, the River Dee
- The range of traffic impacts in the city centre when ART routes via the A9119 (Test C2), as well as the traffic reductions on Fairley Road through Kingswells (as fewer passengers use the Kingswells P&R site – see below)

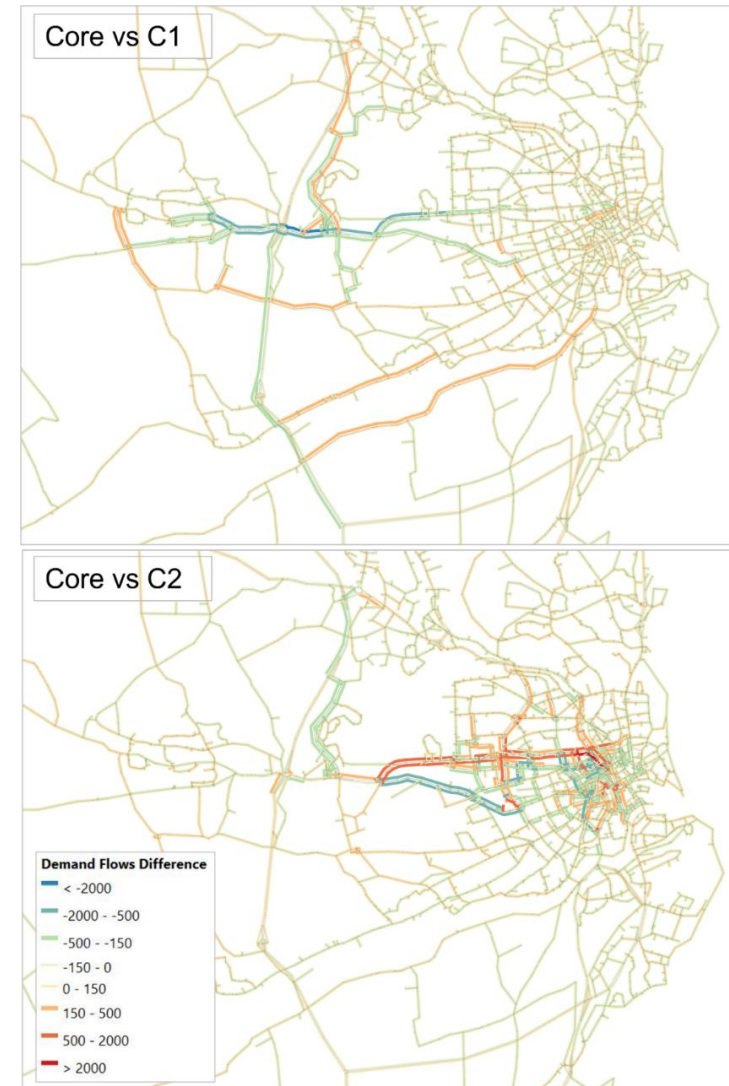


Figure 5:12: Road Traffic Demand Flow Changes (AADT) –Core Test vs Test C1 and Test C2

P&R / Mobility Hub Usage

- 5.7.9 Details of the impact on usage at Kingswells P&R, and a combined usage at Kingswells P&R and the modelled small-scale mobility hub at Westhill are presented below, indexed against use in the Reference Case.

Table 5:15: P&R Usage - average AM and inter-peak occupancy (West Corridor Tests)

Test	Kingswells P&R Usage (indexed to Reference Case = 100)	
	Kingswells P&R	Kingswells P&R and Westhill (new mobility hub)
Reference Case	100	100
Core – Kingswells P&R	221	221
C1 - Westhill	173	245
C2 – Kingswells P&R via A9119	179	175

- 5.7.10 The results suggest:

- With ART serving Kingswells P&R, as in the Core Test, usage of Kingswells P&R site more than doubles
- With ART extended to Westhill, as in Test C1, usage of Kingswells P&R site drops, but across both Kingswells P&R and Westhill Mobility Hub, usage of the two sites is above that of the Core test
- With ART routeing via the A9119 (Queen's Road as in Test C2), usage of Kingswells P&R site is less than that of the Core test i.e., there is greater use of the Kingswells P&R site when ART routes along the A944 into the city centre

West Corridor Summary

The results indicate the benefit in extending ART to Westhill and routing into the city via the A944, with increased modal shift, increased P&R usage and significant journey time benefits into the city. A route via the A944 is less constrained and has the space required to accommodate the proposals.

If ART were extended to Westhill, the role of, and configuration of, Kingswells P&R with respect to ART should be reviewed, however the site at Kingswells could provide an appropriate terminus point as part of a phased approach to delivery i.e. prior to a Westhill mobility hub becoming operational. At present, serving the site would add to journey times and with a Westhill service, the potential 'targeted' catchment for the site would be reduced. Note also that the current site at Kingswells could offer an opportunity for ART depot facilities (in the event of ART terminating at either Kingswells or Westhill). On-site surveys at Kingswells P&R are recommended to better understand the current role of this site.

5.8 South Corridor

5.8.1 The analysis for the south corridor as presented here considers the Core Test, and Test D as shown below.



Figure 5:13: South Corridor Tests (Core and D1)

Journey Times and Speeds

5.8.2 Changes in public transport travel time between origins and destinations to/from the south corridor are shown in Table 5:16. General road traffic travel times between the same origins and destinations as used for public transport above are presented in Table 5:17 alongside distance data to enable an appreciation of traffic re-routing.

5.8.3 The results show similar results across the Core Test and Test D with:

- A reduction in travel time by bus of over 20% (around 9 minutes) inbound between Portlethen Mobility Hub and the city centre in the AM period, and over 12% (6 minutes) outbound in the PM period
- Minor reductions in travel time by bus between Portlethen Mobility Hub and Foresterhill Health Campus (1%-3%, equating to a maximum 4 minute reduction)
- A reduction in travel time by bus between Portlethen Mobility Hub and the airport of 4-9%, with the greatest reduction in AM period (for Test D) of around 7 minutes

Table 5:16: Travel time – Bus (South Corridor Tests)

Time Period	Origin	Destination	Travel Time (access walk, wait, transit, interchange wait, egress walk)				
			Time (mins)			% change from Reference Case	
			Reference Case	Core - Portlethen Mobility hub (via Wellington Road)	D - Portlethen Mobility hub (via West Tullos Rd)	Core - Portlethen Mobility hub (via Wellington Road)	D - Portlethen Mobility hub (via West Tullos Rd)
AM	Portlethen Mobility Hub	Union Street	46	37	37	-21%	-21%
	Portlethen Mobility Hub	Foresterhill Health Campus	71	70	70	-1%	-2%
	Portlethen Mobility Hub	Airport	87	83	80	-5%	-9%
PM	Union Street	Portlethen Mobility Hub	45	39	39	-13%	-12%
	Foresterhill Health Campus	Portlethen Mobility Hub	71	69	69	-2%	-3%
	Airport	Portlethen Mobility Hub	89	85	85	-5%	-4%

Table 5:17: Travel time and distance – General road traffic (South Corridor Tests)

Time Period	Origin	Destination	Travel Time					Distance				
			Time (mins)			% change from Reference Case		Distance (km)			% change from Reference Case	
			Reference Case	Core - Portlethen Mobility hub (via Wellington Road)	D - Portlethen Mobility hub (via West Tullos Rd)	Core - Portlethen Mobility hub (via Wellington Road)	D - Portlethen Mobility hub (via West Tullos Rd)	Reference Case	Core - Portlethen Mobility hub (via Wellington Road)	D - Portlethen Mobility hub (via West Tullos Rd)	Core - Portlethen Mobility hub (via Wellington Road)	D - Portlethen Mobility hub (via West Tullos Rd)
AM	Portlethen Mobility Hub	Union Street	18	18	18	0%	2%	10.2	10.2	10.2	0%	0%
	Portlethen Mobility Hub	Foresterhill Health Campus	21	21	21	1%	2%	13.9	13.9	13.9	0%	0%
	Portlethen Mobility Hub	Airport	24	24	24	0%	0%	27.2	27.2	27.2	0%	0%
PM	Union Street	Portlethen Mobility Hub	18	19	19	2%	1%	10.0	10.0	9.9	0%	-1%
	Foresterhill Health Campus	Portlethen Mobility Hub	24	25	25	6%	6%	13.6	13.9	13.8	2%	2%
	Airport	Portlethen Mobility Hub	24	24	24	2%	1%	27.4	27.4	27.4	0%	0%

Modal Shift

Bus passenger flows and general road traffic flows across the cordons are presented in Table 5:18 and Table 5:19 respectively to provide an indication of the flow changes under the Core Test and Test D. Alongside these are presented figures showing the change in flow per hour in the AM peak, comparing the Core Test with Test D (see Figure 5:1 for comparison of the Core Test to the Reference Case).

Passenger Flow Changes

Table 5:18: Bus Passenger 12-hour passenger flow across the cordons (South Corridor Tests)

Cordon	Direction	% difference from Ref Case	
		Core - Portl ethen Mobility hub (via Wellington)	D - Portl ethen Mobility hub (via West Tullos Rd)
Inner	In	6.2%	6.9%
	Out	6.1%	7.4%
	Tot	6.2%	7.1%
Mid	In	13.7%	15.0%
	Out	10.0%	10.9%
	Tot	11.9%	13.0%

5.8.4 The results show the slightly increased modal shift to bus in Test D compared to the Core Test, suggesting a route via West Tullous Road / Great Southern Road/ Holburn Street is more beneficial than the full route in via Wellington Road. Traffic impacts across the cordons are broadly similar to other tests.

5.8.5 The diagram shows, as would be expected, an increase in passenger flow on the West Tullous Road (Test D) route into the city centre, and a corresponding decrease on Wellington Road from where the ART route varies under the tests (at the junction of Wellington Road and West Tullous Road).

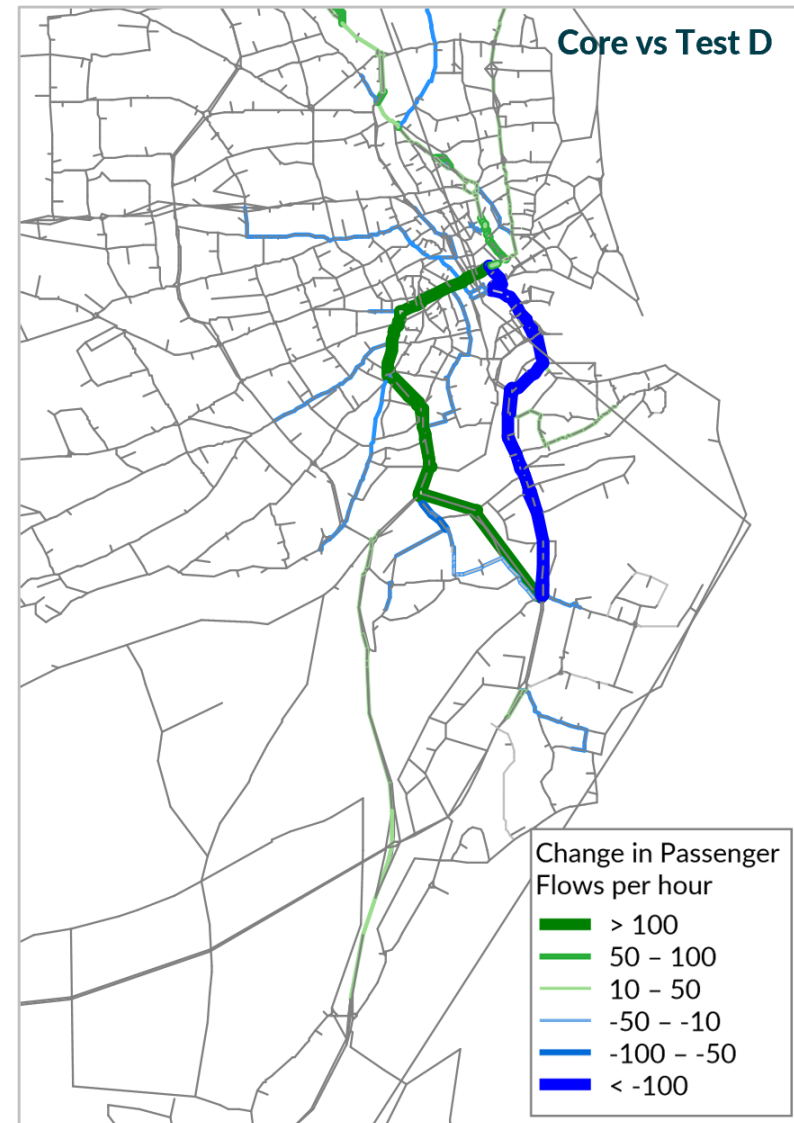


Figure 5:14: Passenger Flow Changes (AM Peak Hour) – Core Test vs Test D

Road Traffic Flow Changes

Table 5:19: General Road Traffic 12-hour passenger flow across the cordons (West Corridor Tests)

Cordon	Direction	% difference from Ref Case	
		Core - Portlethen Mobility hub (via Wellington Road)	D - Portlethen Mobility hub (via West Tullos Rd)
Inner	In	-2.6%	-3.0%
	Out	-1.4%	-1.0%
	Tot	-2.0%	-2.0%
Mid	In	-4.0%	-4.3%
	Out	-6.6%	-6.3%
	Tot	-5.3%	-5.3%

5.8.6 The figure shows the increase in traffic on Wellington Road under Test D – when ART routes via West Tullos Road. This increase is seen the length of Wellington Road from Charlestown junction – even though ART under Test D routes along a large section of this. There are decreases in traffic on the A92 between the Charlestown junction and the River Dee, and on Great Southern Road, but with increases on a parallel route via the Bridge of Dee and South Anderson Drive. There is also a notable decrease in traffic on Coast Road in Test D compared to the Core Test suggesting if ART routes into the city centre via the full length of Wellington Road / Victoria Bridge, there is some displacement of traffic onto the Coast Road.

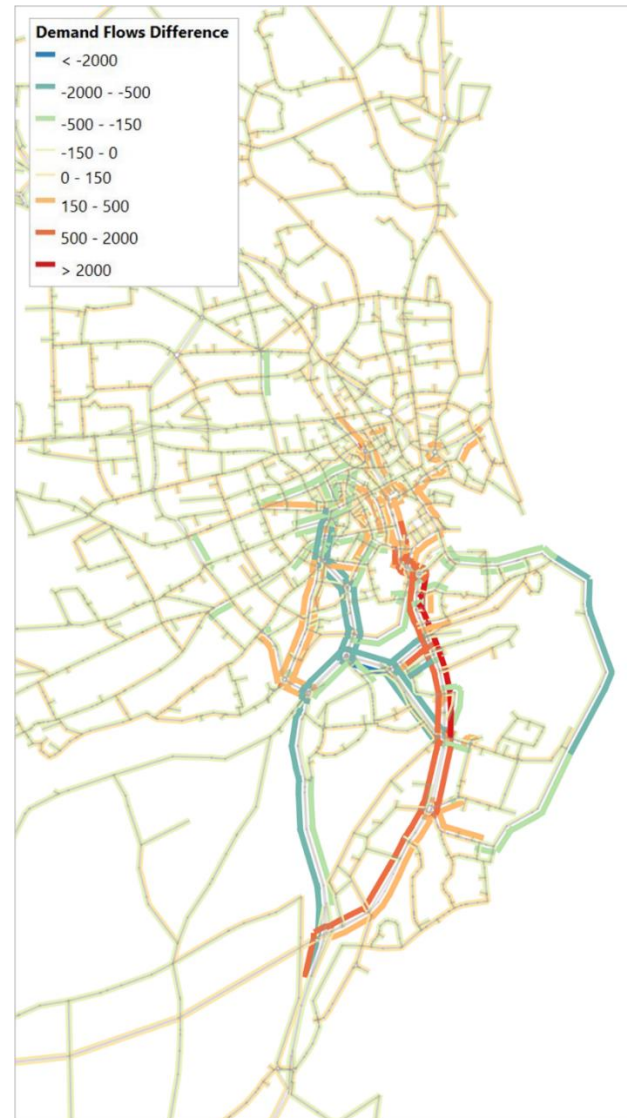


Figure 5:15: Road Traffic Demand Flow Changes (AADT) – Core Test vs Test D

P&R Usage

5.8.7 Details of the impact of the Core and Test D on the usage of Portlethen Mobility Hub are presented in the table below, indexed to usage in the Reference Case. Note the significant increase is due to the site being new, with limited services assumed to serve the site in the Reference Case.

Table 5:20: P&R Usage - average AM and inter-peak occupancy (West Corridor Tests)

Test	Portlethen Mobility Hub Usage (indexed to Reference Case = 100)
Reference Case	100
Core – via Wellington Road	423
D - via West Tullos Road	446

5.8.8 The results show:

- An increase in Portlethen Mobility Hub use when ART routes via Wellington Road / West Tullos Road / Holburn Street as in Test D.

South Corridor Summary

From Portlethen Mobility Hub, ART is recommended to route via Wellington Road, West Tullos Road, Great Southern Road and Holburn Street before running the length of Union Street. Modelling outputs indicate this generates a greater modal shift response than a route via Wellington Road / Victoria Street. Engagement highlighted a desire that ART serve Union Street and the West End and this option provides that.

In terms of implementation, it should be noted that Portlethen Mobility Hub is not yet built and the phasing of ART needs to take this into consideration given the site lies at a 'greenfield' location. As an alternative, the existing Park & Choose at Chapelton of Elsick could form the southern terminus, as least until the new Mobility Hub at Portlethen is operational.

5.9 Alternative Cross-City ART service Routing

5.9.1 The analysis for the test where an alternative ART cross-city routing combination was tested is presented here and considers the Core test and Test E, as shown below.

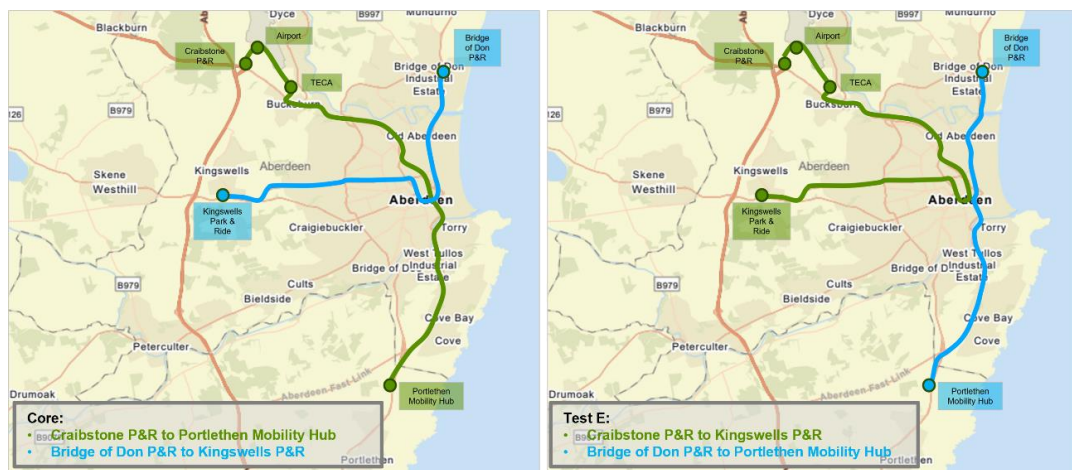


Figure 5:16: Alternative cross-city routing test (Core and Test E)

5.9.2 Rather than focus on journey times, the analysis here has considered the modal shift implications of the changed routeing.

Modal Shift

5.9.3 For the modal shift analysis, as noted above for the other corridors, two cordons have been considered. Bus passenger flows and general road traffic flows across the cordons are presented in Table 5:21 and Table 5:22 respectively.

Table 5:21: Bus Passenger 12-hour passenger flow across the cordons (Alternative cross-city routeing test)

Cordon	Direction	% difference from Ref Case	
		Core	E – Alternative cross-city routeing
Inner	In	6.2%	5.3%
	Out	6.1%	5.1%
	Tot	6.2%	5.2%
Mid	In	13.7%	12.9%
	Out	10.0%	9.4%
	Tot	11.9%	11.2%

Table 5:22: General Road Traffic 12-hour passenger flow across the cordons (Alternative cross-city routeing test)

Cordon	Direction	% difference from Ref Case	
		Core	E – Alternative cross-city routeing
Inner	In	-2.6%	-2.5%
	Out	-1.4%	-1.2%
	Tot	-2.0%	-1.8%
Mid	In	-4.0%	-4.0%
	Out	-6.6%	-6.6%
	Tot	-5.3%	-5.3%

5.9.4 The results show a slight decrease in modal shift to bus under the alternative cross city routeing combination compared to the Core test.

P&R / Mobility Hub Usage

5.9.5 Usage at the four sites under both the Core and Test E are shown in the table below.

Table 5:23: P&R Usage - average AM and inter-peak occupancy (Alternative cross-city routeing test)

Test	P&R Usage (indexed to Reference Case = 100)			
	Bridge of Don	Craibstone	Kingswells	Portlethen Mobility Hub
Reference Case	100	100	100	100
Core	188	246	221	423

Test	P&R Usage (indexed to Reference Case = 100)			
	Bridge of Don	Craibstone	Kingswells	Portlethen Mobility Hub
Test E – Alternative cross-city routing	191	244	219	425

5.9.6 The results suggest limited impacts on P&R usage with the alternative cross-city routing pattern, when compared to the Core test.

Alternative Cross-city Routing Summary

The results for Test E show a slight decrease in modal shift to bus under the alternative cross city routing combination compared to the Core Test. The alternative routing combination also does not provide for interchange between the two ART services and creates a potential 'dog-leg' in the service between Kingswells P&R and Craibstone P&R. Given this, this revised cross-city routing pattern is not recommended for further consideration.

5.10 Three cross-city ART Service Routes

5.10.1 The analysis for the test where three ART cross-city routes was tested is presented here and considers the Core test and Test F, as shown below. When adding in the new route, the Core Test Kingswells-Bridge of Don cross-city route origins and destination are altered.



Figure 5:17: Alternative cross-city routing test (Core and Test F)

5.10.2 Rather than focus on journey times, the analysis here has considered the modal shift implications of the additional ART service and the impacts on passenger and Road Traffic Demand changes.

Modal Shift

- 5.10.3 For the modal shift analysis, the two cordons have again been considered. Bus passenger flows and general road traffic flows across the cordons are presented in Table 5:24 and Table 5:25. Next to the cordon analysis are figures presenting a visual representation of the passenger and road traffic flow changes (presented below as change in passenger flow per hour in the AM peak), comparing the Core test with Test F (see Figure 5:1 for comparison of the Core Test to the Reference Case).

Bus Passenger Flow Changes

Table 5:24: Bus Passenger 12-hour passenger flow across the cordons (Three cross-city routes)

Cordon	Direction	% difference from Ref Case	
		Core	F – Three cross-city routes
Inner	In	6.2%	8.0%
	Out	6.1%	8.0%
	Tot	6.2%	8.0%
Mid	In	13.7%	12.5%
	Out	10.0%	11.7%
	Tot	11.9%	12.1%

5.10.4 The results show an increase in modal shift to bus under the three-arm cross city routeing combination compared to the Core test. This is to be expected given the additional ART service.

5.10.5 The flow change diagram shows:

- A significant increase in passenger flow between Robert Gordon University / Garthdee and the city centre
- A reduction in passengers on the A944 – the route has been impacted through its new connection to the Beach as opposed to King Street / the Bridge of Don under Test F
- A reduction in passengers on Kings Street – the route has been impacted through its new connection to the Portlethen Mobility hub as opposed to Kingswells under Test F.

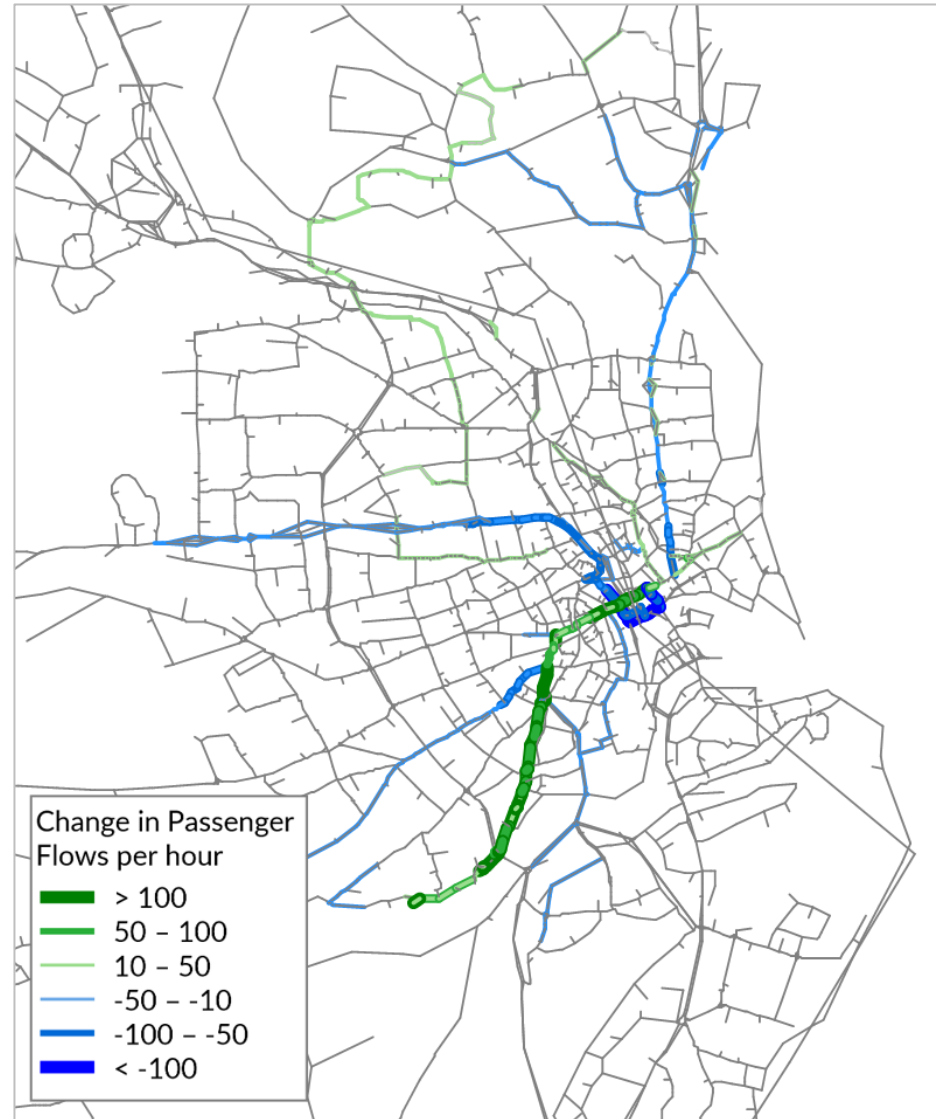


Figure 5:18: Passenger Flow Changes (AM Peak Hour) – Core Test vs Test F

Road Traffic Flow Changes

Table 5:25: General Road Traffic 12-hour passenger flow across the cordons(Three cross-city routes)

Cordon	Direction	% difference from Ref Case	
		Core	F – Three cross-city routes
Inner	In	-2.6%	-2.0%
	Out	-1.4%	0.4%
	Tot	-2.0%	-0.8%*
Mid	In	-4.0%	-4.1%
	Out	-6.6%	-6.5%
	Tot	-5.3%	-5.3%

*awaiting clarification from SYSTRA

5.10.6 The figure shows the range of localised traffic re-routeing between RGU / Garthdee and the city centre due to the addition of RGU as a terminus for ART. There is limited impact on the area around the Beach despite the addition of the Beach as a terminus point for ART. It is however worth noting that under the Beach Masterplan proposals, the road network around the Beach area is being altered and is likely to be deterring general road traffic from that area in the Reference Case – hence the impact on ART on general road traffic around this location is likely to be limited.

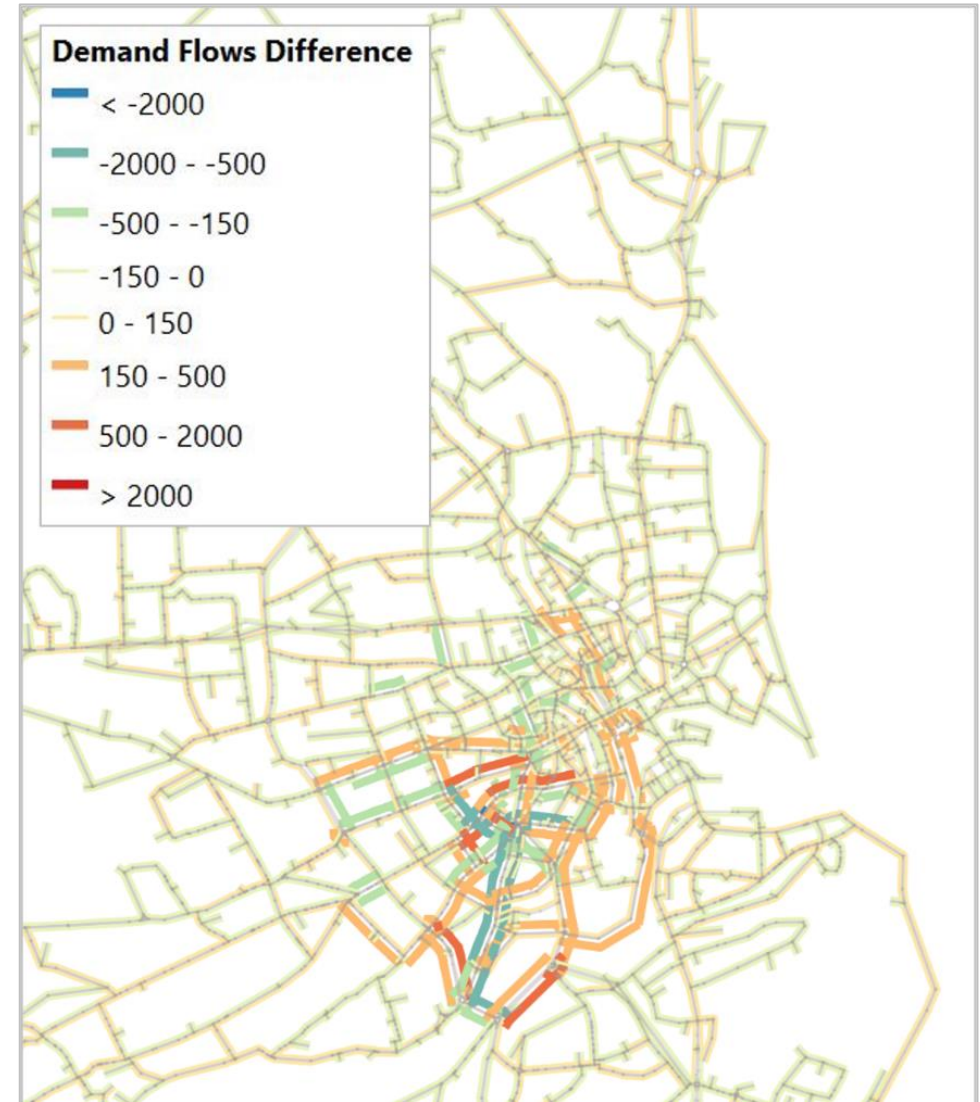


Figure 5:19: Road Traffic Demand Flow Changes (AADT) –Core Test vs Test F

P&R / Mobility Hub Usage

5.10.7 Details of the impact on P&R and Mobility Hub usage is presented below.

Table 5:26: P&R Usage - average AM and inter-peak occupancy (Three ART cross-city services test)

Test	P&R / Mobility Hub Usage (indexed to Reference Case)			
	Bridge of Don	Craibstone	Kingswells	Portlethen Mobility Hub
Reference Case	100	100	100	100
Core	188	246	221	423
Test F – Three cross-city ART routes	191	245	219	424

5.10.8 The results suggest limited impacts on P&R usage with the three cross-city routeing patterns when compared to the Core test. This is not unexpected as all sites are still served under Test F.

Three Cross-city ART Services Summary

The results suggest the removal of the cross-city connection between Bridge of Don P&R and Kingswells P&R has a negative impact on passenger volumes. As such, connecting the north and west corridors would provide the optimum solution here.

An ART route serving Robert Gordon University / Garthdee is worthwhile considering given the strong existing bus market. How such a connection could be incorporated into an overall ART network requires further consideration given its inclusion would create a '5th leg' to the ART network without a cross city destination. It could be included as part of ART at a later date, with an RGU to a fully developed Beach area an option.

5.11 Comparisons across all tests

Modal Shift

5.11.1 To provide a test overview across all test, the modal shift results from the two cordons are re-presented below with bus passenger flows and general road traffic flows across the cordons are presented in Table 5:27 and Table 5:28 respectively – and here with the results presented to an additional decimal place.

Table 5:27: Bus Passenger 12-hour passenger flow across the cordons (All Tests)

Cordon	Direction	% difference from Ref Case									
		Core	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)	B1 – to Cloverhill	B2 – to Blackdog	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	D - Portlethen Mobility hub (via West Tullos Rd)	E – Alternative cross-city routeing	F – Three cross-city routes
Inner	In	6.2%	6.1%	5.9%	6.2%	7.7%	8.5%	4.4%	6.9%	5.3%	8.0%
	Out	6.1%	6.2%	6.1%	6.2%	7.7%	8.4%	4.4%	7.4%	5.1%	8.0%
	Tot	6.2%	6.2%	6.0%	6.2%	7.7%	8.4%	4.4%	7.1%	5.2%	8.0%
Mid	In	13.7%	13.6%	13.6%	13.0%	15.6%	16.9%	9.4%	15.0%	12.9%	12.5%
	Out	10.0%	10.1%	10.1%	9.5%	11.9%	13.0%	6.3%	10.9%	9.4%	11.7%
	Tot	11.9%	11.9%	11.9%	11.3%	13.8%	15.0%	7.9%	13.0%	11.2%	12.1%

Table 5:28: General Road Traffic 12-hour passenger flow across the cordons (All Tests)

Cordon	Direction	% difference from Ref Case									
		Core	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)	B1 – to Cloverhill	B2 – to Blackdog	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	D - Portlethen Mobility hub (via West Tullos Rd)	E – Alternative cross-city routeing	F – Three cross-city routes
Inner	In	-2.6%	-2.8%	-3.0%	-2.4%	-2.8%	-2.5%	-2.8%	-3.0%	-2.5%	-2.0%
	Out	-1.4%	-1.6%	-1.8%	-1.2%	-1.5%	-1.3%	-0.7%	-1.0%	-1.2%	0.4%
	Tot	-2.0%	-2.2%	-2.4%	-1.8%	-2.1%	-1.9%	-1.7%	-2.0%	-1.8%	-0.8%
Mid	In	-4.0%	-4.1%	-4.1%	-4.0%	-4.1%	-4.2%	-3.4%	-4.3%	-4.0%	-4.1%
	Out	-6.6%	-6.6%	-7.1%	-6.7%	-6.7%	-6.7%	-6.5%	-6.3%	-6.6%	-6.5%
	Tot	-5.3%	-5.4%	-5.6%	-5.3%	-5.4%	-5.4%	-4.9%	-5.3%	-5.3%	-5.3%

Total Vehicle Kilometres

5.11.2 Figures were provided showing changes in total vehicle kilometres under each test and are presented below split out by change in Aberdeen city, Aberdeenshire and on the Aberdeen Western Peripheral Route (AWPR) itself. The figures provide an indication of traffic re-routing under the tests but noting that modal shift to bus under each test will differ and be impacting on these figures i.e. greater modal shift to bus equates to reduced vehicle kilometers.

Table 5:29: Daily Vehicular Kilometres (All Tests)

Geography	Veh km	Reference Case	Core	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)	B1 – to Cloverhill	B2 – to Blackdog	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	D - Portlethen Mobility hub (via West Tullos Rd)	E – Alternative cross-city routeing	F – Three cross-city routes
City	Veh km (000's)	2,773	2,819	2,811	2,814	2,825	2,818	2,817	2,813	2,822	2,827	2,819
	% change from Ref Case	N/A	1.6%	1.4%	1.5%	1.9%	1.6%	1.6%	1.4%	1.8%	1.9%	1.7%
Shire	Veh km (000's)	8,100	8,085	8,086	8,086	8,088	8,084	8,083	8,085	8,091	8,100	8,085
	% change from Ref Case	N/A	-0.2%	-0.2%	-0.2%	-0.1%	-0.2%	-0.2%	-0.2%	-0.1%	0.0%	-0.2%
AWPR	Veh km (000's)	806	820	820	817	820	821	819	817	818	819	821
	% change from Ref Case	N/A	1.8%	1.7%	1.3%	1.7%	1.8%	1.6%	1.3%	1.5%	1.5%	1.9%

5.11.3 The comparisons show all tests increasing vehicle kilometres overall but with an increase within Aberdeen City and a decrease in Aberdeenshire. It is worth reiterating as set out in the modelling caveats earlier in this chapter that no mitigation to prevent inappropriate re-routeing was modelled and as such these results should be viewed as providing an indication of what *could* happen if this important element of ART was not designed for.

5.11.4 Whilst the number of cars crossing the cordons reduces in all tests, overall car-km actually increases. The assumption here is the reduction in car-km caused by mode shift from car to bus (witnessed on the cordons) is outweighed by traffic re-routeing around Aberdeen as a result of the reduction in capacity on the ART corridors. **If ART is to contribute to a car-km reduction target, mitigation needs to be considered to reduce the scale of this re-routeing.** Further and more detailed analysis of these re-routing impacts and identification of appropriate mitigation will be required as the study progresses.

5.12 Network Viability

- 5.12.1 A very high level analysis was undertaken of overall annual changes to operational costs against estimated changed revenue. Operating costs included additional operating costs for ART services and reduced existing bus service operational costs due to changes made to accommodate ART services. Demand changes were used to estimate revenue impacts. Taken together, this provides a net operating cost / surplus, termed 'viability' here.
- 5.12.2 As noted in the modelling caveats earlier in this chapter, infrastructure assumptions, the indicative changes made to underlying bus services, and lack of modelling in relation to changed parking policy and mitigation to prevent inappropriate traffic re-routing, are all highly likely to be reducing the modelled benefits of ART in terms of modal shift, and the results as presented should be seen in this context (i.e., car journey times are likely to be longer and traffic speeds lower). Given this, rather than focus on absolute figures, the results presented here show the changed position in terms of 'viability' for all the test indexed to the Core Test (indexed to 100).
- 5.12.3 A viability 'score' of less than 100 indicates a more 'viable' network than the Core i.e. compared to the Core Test the net operating cost is lower. A score greater than 100 indicates that compared to the Core Test the net operating cost is higher.
- 5.12.4 The results indicate the benefit in a 'viability' sense of both routeing to Westhill and routeing via West Tullos from the south.

Table 5:30: Test Viability Summary

Option	Viability
	Indexed against Core = 100
Core	100
A1 - Craibstone P&R (direct inbound)	95
A2 - Craibstone P&R (alternating)	87
B1 – to Cloverhill	90
B2 – to Blackdog	101
C1 - Westhill via A944	93
C2 - Kingswells P&R via A9119	112
D - Portlethen Mobility hub (via West Tullos Rd)	86
E – Alternative cross-city routeing	82
F – Three cross-city routes	102

6 Appraisal Review

6.1 Introduction

6.1.1 Outputs from the ASAM modelling have provided additional analysis to feed into the wider appraisal, including both appraisal against the TPOs and the STAG criteria.

6.2 Transport Planning Objectives

6.2.1 The outputs of the modelling work have also been used to provide details of the journey time impacts of each of the tests and have enabled comparison of the options specifically against **Transport Planning Objective 1** set for the study, to **achieve average ART bus speeds on the urban sections of the ART corridors (i.e., within the Aberdeen city boundary) of at least 25kph (16mph) by 2030**. Note that no analysis is available during this exercise to provide any additional information to the TPO appraisal of TPO2 and TPO3 above that already provided in the Detailed Options Appraisal report.

6.2.2 The average bus speeds along the ART corridors across the tests is shown in the table below and shows the TPO being met for many of the test and ART services, and where not met, the speeds are often very close to meeting the TPO.

Table 6.1: Bus Speeds on ART services (end to end route)

Test	ART Service	Direction	Average Speed (kph)		
			AM	IP	PM
Core	Bridge of Don P&R <> Kingswells P&R	Eastbound	24.6	24.7	19.7
		Westbound	26.6	27.1	24.9
	Craibstone P&R (via Airport) <> Portlethen Mobility hub	Northbound	25.4	25.8	24.2
		Southbound	25.8	26.4	24.2
A1	Bridge of Don P&R <> Kingswells P&R	Eastbound	24.6	24.7	19.7
		Westbound	26.6	27.1	24.8
	Craibstone P&R (via Airport) <> Portlethen Mobility hub	Northbound	25.2	25.8	24.1
		Craibstone P&R (direct) <> Portlethen Mobility hub	Southbound	26.3	27.1
A2	Bridge of Don P&R <> Kingswells P&R	Eastbound	24.4	24.6	19.6
		Westbound	26.6	27.0	24.7
	Craibstone P&R (via airport and TECA) <> Portlethen Mobility hub (alternating service direction at airport / Craibstone)	Northbound	26.7	27.9	25.6
		Southbound	24.3	24.4	22.4
B1	Cloverhill <> Kingswells P&R	Eastbound	24.8	24.8	19.6
		Westbound	27.7	28.2	25.9
	Craibstone P&R (via Airport) <> Portlethen Mobility hub	Northbound	25.4	25.8	24.2
		Southbound	25.8	26.4	24.0
B2	Blackdog <> Kingswells P&R	Eastbound	27.0	27.1	22.0
		Westbound	30.6	31.1	28.9

Test	ART Service	Direction	Average Speed (kph)		
			AM	IP	PM
	Craibstone P&R (via Airport) <> Portlethen Mobility hub	Northbound	25.4	25.8	24.2
		Southbound	25.8	26.5	24.4
C1	Bridge of Don P&R <> Westhill	Eastbound	25.7	26.1	21.7
		Westbound	26.9	27.7	25.7
	Craibstone P&R (via Airport) <> Portlethen Mobility hub	Northbound	25.4	25.8	24.2
		Southbound	25.8	26.4	24.1
C2	Bridge of Don P&R <> Kingswells P&R (via Queen's Road (A9119))	Eastbound	24.0	24.3	19.4
		Westbound	26.0	26.2	25.2
	Craibstone P&R (via Airport) <> Portlethen Mobility hub	Northbound	25.4	25.8	24.0
		Southbound	25.8	26.5	24.3
D	Bridge of Don P&R <> Kingswells P&R	Eastbound	24.6	24.7	19.8
		Westbound	26.6	27.1	24.9
	Craibstone P&R (via Airport) <> Portlethen Mobility hub (via Holburn Street / West Tullos Road)	Northbound	27.0	27.4	25.8
		Southbound	26.9	27.4	25.3
E	Craibstone P&R (via Airport) <> Kingswells P&R	Northbound	25.5	25.7	24.0
		Southbound	26.3	26.9	24.4
	Bridge of Don P&R <> Portlethen Mobility hub	Northbound	24.5	24.8	19.9
		Southbound	25.9	26.4	25.1
F	Bridge of Don P&R <> Robert Gordon University	Northbound	21.2	21.2	16.2
		Southbound	23.6	23.8	23.1
	Kingswells P&R <> Beach	Eastbound	25.2	25.3	24.3
		Westbound	24.9	25.1	22.7
	Craibstone P&R (via Airport) <> Portlethen Mobility hub	Northbound	25.4	25.8	24.3
		Southbound	25.8	26.5	24.1

6.3 STAG Criteria

- 6.3.1 A very high level review of each Test against the STAG criteria, where deemed appropriate, has been undertaken and is presented below. It is difficult from the modelling outcomes presented here and overall purpose of the routeing work to differentiate between the options. In the table below the options have been compared relative to each other.

Table 6.2: STAG Criteria – High Level Appraisal

Criteria	Comment	Core	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)	B1 – to Cloverhill	B2 – to Blackdog	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	D - Portlethen Mobility hub (via West Tullos Rd)	E – Alternative cross-city routeing	F – Three cross-city routes
Environment	Evaluated by considering modal shift	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓	✓✓	✓✓	✓✓
Climate Change	Evaluated by considering modal shift (noting that appropriate mitigation would be required to ensure this is the case) *	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓	✓✓	✓✓	✓✓
Health, Safety and Wellbeing	Generally similar outcomes across the tests but noting that Test C2 which routes to the west via the A9119 does not serve the hospital, and could be considered to have a reduced benefit compared to other tests.	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓
Economy	Evaluated predominantly by considering impact on bus passengers and general road traffic and re-routeing (but noting mitigation would be developed to minimise this). Note also: <ul style="list-style-type: none"> on the west corridor, routeing via the A9119 (Test C2) does not serve the key employment sites at Foresthill Health Campus and the Aberdeenshire Council offices at Woodhill House, both located along Westburn Road (A944) on the west corridor, extending ART to Westhill (Test C1) provides access to Arnhall Business Park 	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓	✓✓	✓✓	✓✓
Equality and Accessibility	The communities of Torry, Kincorth, Tillydrone, Middlefield, Stockethill, areas of Mastrick and Seaton are all ranked amongst the 20% most deprived in Scotland. It is noted that: <ul style="list-style-type: none"> routeing in the south corridor via West Tullos Road (as per Test D) while serving Kincorth, would not route as closely to Torry (served under the Core Test) routeing via the A9119 (as per Test C2) would not serve the community of Mastrick (located to the north of Lang Stracht) the communities of Tillydrone (located along A96) and Seaton (located along A956 north of Aberdeen) are served under all tests 	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓	✓✓

Criteria	Comment	Core	A1 - Craibstone P&R (direct inbound)	A2 - Craibstone P&R (alternating)	B1 – to Cloverhill	B2 – to Blackdog	C1 - Westhill via A944	C2 - Kingswells P&R via A9119	D - Portlethen Mobility hub (via West Tullos Rd)	E – Alternative cross-city routeing	F – Three cross-city routes
Public Acceptability	<p>Evaluated through consideration of bus passenger benefits and impacts to general road traffic.</p> <p>Note that under Test E the ART routes do not interconnect in the city centre, which is likely to detract from the ART benefits and be viewed negatively by bus users.</p> <p>Test F includes a third ART service and an ART connection to Robert Gordon University is likely to be viewed favourably by students.</p>	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓
Risk and Uncertainty	<p>No clear difference across the tests, although Test F includes a link to the Beach, with the aim of connecting the city centre with the emerging Masterplan area. However, there is uncertainty as to the timeframe associated with the area.</p> <p>Note that Risk and Uncertainty across the entire ART programme is being governed through the appraisal process, and therefore has not specifically been considered in any detail within this Routeing Analysis.</p>										

**to be discussed*

7 Conclusions and Summary

7.1 Overview

- 7.1.1 This report has presented various strands of work undertaken to provide information to inform decision making on the routeing for ART and includes the outcomes of the engagement and modelling work undertaken to support this.
- 7.1.2 Some 10 ART network and service tests were developed and modelled within ASAM19 considering different cross-city connections and terminus points along broad north, north-west, west and south corridors.
- 7.1.3 The outcomes of the modelling exercise combined with discussion and feedback through the various strands of engagement has enabled a recommendation on a preferred ART network to be reached.

7.2 Conclusions

- 7.2.1 The work has highlighted that:

- **For the North Corridor:**
 - With ART in place, there are positive impacts on bus journey times, modal shift and P&R usage. The benefits of extending ART further north to Blackdog are clear. The proposed mixed-use development at Blackdog and its location on the outskirts of the city at the junction of the AWPR and A90 provides an opportunity to develop a more appropriately located Mobility Hub to become the ART service terminus point to the north. Its location would also provide greater opportunity to capture demand from along the A947 i.e., Newmachar etc. A new Mobility Hub at Blackdog would also reduce vehicle kilometres into Aberdeen by capturing car trips from further out of the city than at the current Bridge of Don P&R site. Early discussions with those developing the Blackdog site is recommended.
 - The Bridge of Don P&R site is not well located for access, has not been successful, and as such, is currently not served. Reconfiguring the site for improved vehicular and bus access would be a significant undertaking. Although a smaller parking facility at Bridge of Don could be provided to cater for more localised demand (with access from such a site through to stops on the main carriageway), it could be presumed that the majority of demand at the site would shift onto local buses or to the Blackdog site for those coming from further afield – where the new Mobility Hub is assumed would be provided.
 - It is recognised that Ellon P&R site lies approximately 17km to the north of Blackdog and as such there is likely to be some abstraction from that site to Blackdog, with the potential for some increased vehicle kilometres due to users choosing to drive to the Blackdog site. However, consideration of how longer distance services from north of Aberdeen integrate with ART at Blackdog would help minimise this.
 - With Blackdog as a terminus, the Cloverhill development could be served via suitable access from the development to an ART stop on Ellon Road
- **For the North-West corridor:**
 - The results show the positive impact on bus journey times and speeds across the tests, with the various tests impacting on journey time from Craibstone P&R and the airport, dependent on whether there is a direct connection into / out of Aberdeen from those locations under each test. There are clear journey time benefits to those joining

the ART service at Craibstone P&R when the route into the city is not via the airport or TECA, but this is at the expense of journey times for those connecting with those sites.

- Further consideration is required and discussion advised with bus operators, and Aberdeen Airport and TECA, to determine the most appropriate routeing at the north-western end of the ART route, exploring the impacts on airport parking and revenue as well as access to TECA and the role of ART in supporting events at the centre. The role of Craibstone P&R should also be considered in this context.
- The optimum route into the city would be via the A96 / Great Northern Road, Powis Terrace, Powis Place, Mounthooly, and then Gallowgate and Broad Street. Note that uncertainty around the development and timing of the Berryden Corridor Improvement Project creates a risk for the design on the route and needs to be managed as the ART infrastructure proposals progress.
- **For the West corridor:**
 - The results indicate the benefit in routeing ART into the city via the A944, with increased modal shift, increased P&R usage and significant journey time benefits into the city
 - A route via the A944 is less constrained and has the space required to accommodate high levels of bus priority. Therefore ART services from Westhill into the city centre are recommended to route via the A944 (Lang Stracht and Westburn Road) and into the city via Skene Square and Union Terrace to Union Square. Modelling outputs indicate this provides a greater modal shift to public transport and faster journey times into the city centre than if the route was via the A9119 (Queen's Road).
 - A route via the A944 would enable ART to serve the Foresterhill Health Campus, a clear core destination for both employment and healthcare in the region
 - Running ART to Westhill is anticipated to increase modal shift to bus and could provide improved access to and from the town with a significant residential population and employment at Arnhall business park. A suitable Mobility Hub would be required as a terminus point in Westhill and further consideration of integration with services routing into Aberdeen from the hinterland is required.
 - If ART were extended to Westhill, the role of, and configuration of, Kingswells P&R with respect to ART should be reviewed. At present, serving the site would add to journey times and with a Westhill service, the potential 'targeted' catchment for the site would be reduced. On-site surveys are recommended to better understand the current role of this site. Note that the site at Kingswells could provide an appropriate terminus point as part of a phased approach to delivery i.e. prior to a Westhill mobility hub becoming operational, and the current site at Kingswells could offer an opportunity for ART depot facilities (in the event of ART terminating at either Kingswells or Westhill).
- **For the South corridor:**
 - From Portlethen Mobility Hub, the analysis has shown that the optimum routeing is via Wellington Road, West Tullos Road, Great Southern Road and Holburn Street, serving the west end of the city centre and running the length of Union Street. Modelling outputs indicate this generates a greater modal shift response than a route via Wellington Road / Victoria Street. Engagement highlighted a desire that ART serve (the length of) Union Street and this route provides that.
 - In terms of implementation, it should be noted that Portlethen Mobility Hub is not yet built and the phasing of ART needs to take this into consideration given the site lies at

a 'greenfield' location. As an alternative, the existing Park & Choose at Chapelton of Elsick could form the southern terminus, at least until the new Mobility Hub at Portlethen is operational.

- **In term of connecting with Robert Gordon University and the Beach area (through providing a 3rd ART cross-city route):**
 - Engagement highlighted the desire for ART to serve Robert Gordon University, and the many existing bus services operating between the University of Aberdeen (on King Street) and RGU. A test was undertaken which included Robert Gordon University (and the beach) in the ART network (and altered the cross-city route connectivity accordingly). Under this test the modal shift achieved reduced compared to other tests and the results suggest the removal of the cross-city connection between Bridge of Don P&R and Kingswells P&R has a negative impact on passenger volumes. As such, connecting the north and west corridors is recommended.
 - However, given the strong preference for its inclusion, an ART route serving Robert Gordon University / Garthdee is worthwhile considering. How such a connection could be incorporated into an overall ART network requires further consideration.
 - Serving the Beach area did not feature as a strong priority through the engagement undertaken and the timescales for implementation and the build out associated with the Beach Masterplan adds a level of uncertainty. It could however be included as part of ART at a later date, with an RGU to a fully developed Beach area an option for 'Line 3'.

7.3 Summary

7.3.1 Given the main points raised above, the analysis has shown that the optimum network is that **ART operates initially as two cross-city routes:**

- 'Red Line': Blackdog to Westhill
- 'Purple Line': Craibstone P&R / airport to Portlethen Mobility Hub

7.3.2 The resultant ART network, given the above conclusions, is set out in the figure below.

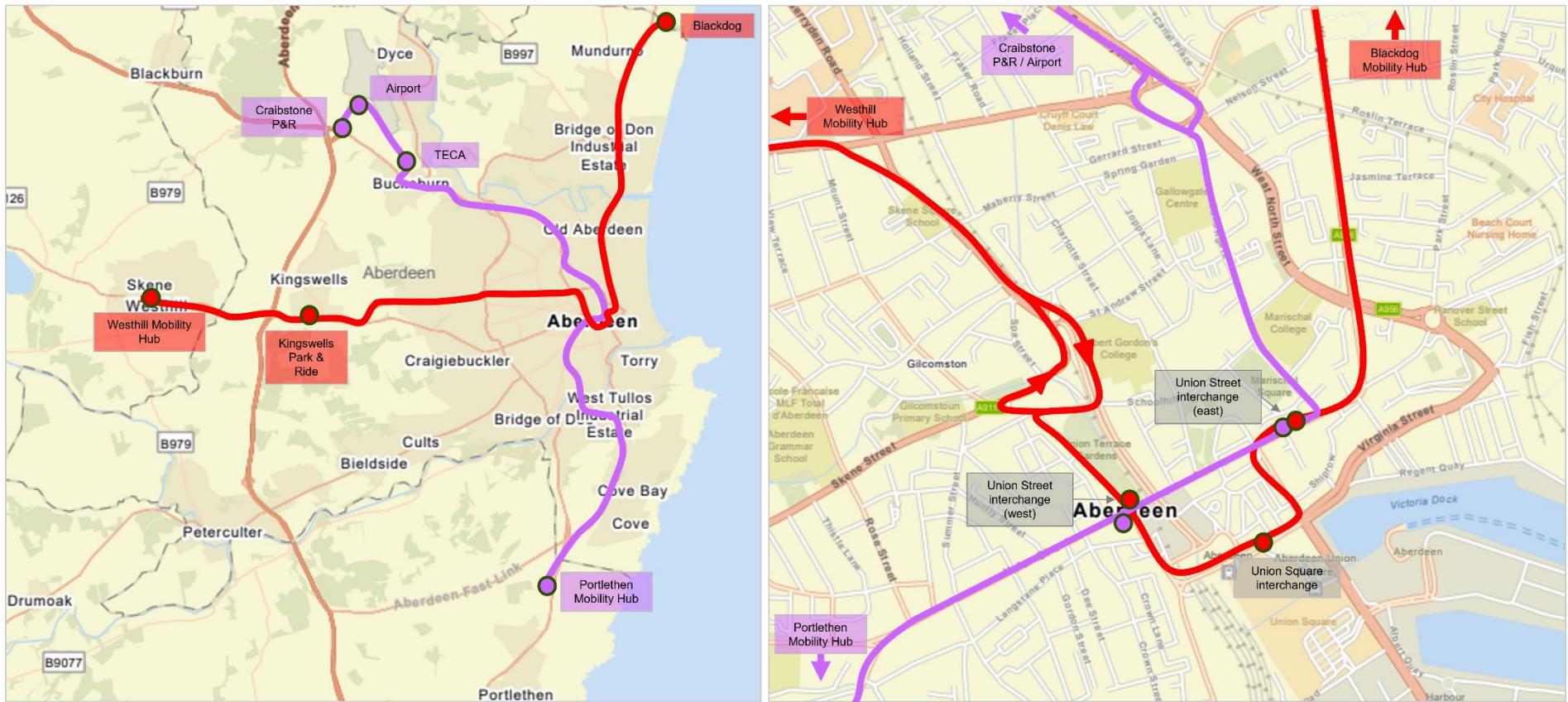


Figure 7.1: Recommended ART Network

Job No: 330610570

Date: 29th March 2024

Subject: **Supporting Technical Note A - ART Routeing Analysis – Bus Infrastructure**

Introduction

Overview

This Technical Note describes the bus priority infrastructure to support the modelling of the Aberdeen Rapid Transit (ART) route tests as set out in the ART Routeing Analysis Report (Stantec, March 2024). This note should be read in conjunction with that report, *Aberdeen Rapid Transit - Routeing Analysis – Report, Stantec, May 2024*.

Background

As part of the Detailed Options Appraisal (DOA) of ART, various options for the ART network were modelled in the Aberdeen Sub Area Model (ASAM19).

This testing used a single network for ART, enabling a comparison of how infrastructure and operating environments performed with all other things being equal. That was not to say, the chosen network was preferred, just that it was considered the most appropriate on which to understand the elements that were most likely to make ART a success. The network assumed for the modelling included the following four corridors:

- **North** A956 (N): Bridge of Don P&R to city centre
- **North - West** A96: Craibstone P&R to city centre via A96 (Auchmill Road, Great Northern Road, Powis Terrace, Powis Place, Causewayend) and Gallowgate
- **West** A944: Westhill to city centre via the A944 (Straik Road, Lang Stracht and Westburn Road) and then Skene Square / Denburn Road via the Berryden Corridor Improvement Scheme (BCIP)
- **South** A92 (S): Portlethen to city centre via A92, Great Southern Road (B9077) and Holborn Street (A9013)

The DOA concluded with a number of next steps, including further consideration to establish a definitive routeing for the ART corridors and services – to be developed through discussion with those involved in the multi-modal corridor studies and through further engagement and modelling work.

As part of this routeing analysis work, ten ART route tests were developed and refined in consultation with the Council, bus operators and NESTRANS with the intention of being assessed in ASAM19 to gain greater certainty on how and where ART services should operate.

Most route tests are based on a Core network of two cross-city routes with subsequent tests making small but significant changes to one or both of the Core routes. Two of the tests are standalone assessments investigating an alternative cross city alignment or alternative destinations (to Robert Gordon University and the proposed Beach Development). Table 1 below describes the ten ART route tests, with a core test, and nine subsequent tests shown. The table also details the interchange location assumptions (where the ART routes would cross) given the routeing and cross-city connectivity assumed. The orange text in the table indicates what has changed in each test from the core test.

Note that based on the outcomes of the previous analysis undertaken on the ASAM matrices, a test where ART operates as four services interconnecting in the city centre is not considered further. The earlier analysis highlighted the poor performance of this in terms of estimated demand and revenue (due to the lack of new direct cross city connectivity).

As with the initial testing, assumptions have had to be made about the level of bus priority realistically achievable along each corridor. The remainder of this note describes the process of identifying these bus priority measures and from this, the information required to code these highway interventions into ASAM19, so ensuring each assessment attributed appropriate journey time benefits to the ART services in each test.

Table 1: ART routing tests

Test	ART Service Routes	Routeing	Purpose of Test
Core	<p>North to West: Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	N/A
A1	<p>North to West: Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Changed routeing at airport.</p> <p>Outbound: TECA → airport → Craibstone P&R</p> <p>Inbound: Craibstone P&R → city centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	<p>Changed routeing at airport</p> <p>Gauge comparative benefits of routeing inbound directly from Craibstone P&R site</p>
A2	<p>North to West: Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Changed routeing at airport.</p> <p>Clockwise (every other service): city centre → TECA → airport → Craibstone P&R → city centre</p> <p>Anti-clockwise (every other service): city centre → Craibstone P&R → TECA → city centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	<p>Changed routeing at airport.</p> <p>Gauge comparative benefits of routeing both clockwise and anti-clockwise at Craibstone P&R / airport.</p> <p>Routeing would provide direct (and attractive) inbound routeing from P&R to city centre, as well as direct (and attractive) inbound routeing from Airport to city centre.</p> <p>Would enable trips from P&R to airport.</p> <p>Frequency of P&R to city centre <i>direct</i> service only every other ART service</p>
B1	<p>North to West: Cloverhill via Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	<p>Gauge benefits of routeing beyond Bridge of Don P&R to new housing development site (400 housing units assumed built out by 2030 and represented as such in ASAM 19 2030 Do Min model)</p>
B2	<p>North to West: Blackdog and Cloverhill via Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	<p>Gauge benefits of routeing beyond Bridge of Don P&R to the Blackdog development site (580 housing units built out by 2030 and represented as such in ASAM 19 2030 Do Min model)</p>
C1	<p>North to West: Bridge of Don P&R to Westhill</p>	<p>North: Ellon Road / King Street</p>	<p>Gauge benefits of extending western</p>

Test	ART Service Routes	Routeing	Purpose of Test
	North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub	North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	corridor to Westhill rather than Kingswells P&R
C2	North to West: Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A9119 (Queen's Road / Skene Road) / A944 South: Market Street / Victoria Bridge / Wellington Road	Gauge benefits of routeing via A9119 instead of via A944 between city centre and A9119/A944 junction
D	North to West: Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Holburn Street / Great Southern Road / West Tullos Road / Wellington Road	Gauge benefits of routeing south via Holburn Street / Great Southern Road / West Tullos Road / Wellington Road
E	North-West to West: Craibstone P&R (via airport and TECA) to Kingswells P&R North to South: Bridge of Don P&R to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	To gauge benefits of alternative combination of cross city services to compare to Core Test, i.e., NW-W and N-S Note: North to South provides direct routeing but North-West to West connection is far longer than straight line routeing (see mapping)
F	North to South (RGU): Bridge of Don P&R to Robert Gordon University West to East (Beach): Kingswell P&R to beach via Union Street North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) East: Justice Street / Beach Boulevard South (Portlethen Mobility Hub): Market Street / Victoria Bridge / Wellington Road South (RGU): Holburn Street / Garthdee Road	To gauge benefits of alternative combination of cross city services to provide connectivity to RGU and Beach masterplan area as part of ART network

Methodology

Study Area

The assessment area covers the urban extents of Aberdeen City and outlying residential, employment and potential development areas. This includes, to the:

- **North:** Bridge of Don and proposed new residential settlements at Cloverhill and Blackdog
- **North-west:** Dyce, Kirkhill Industrial Estate and the Airport
- **West:** Kingswells, Prime Four, Westhill and Arnhall Business Park
- **South-west:** Robert Gordon University
- **South:** Kincorth, Altens, Cove Bay and Portlethen

The area over which infrastructure has been developed is defined by the extents of the ART route tests shown in Figure 1.

To identify the bus priority measures for each test, a review of the latest (as of February 2024) multi-modal corridor studies commissioned by Aberdeen City Council was undertaken. It was often the case that information from one or more corridor studies was needed. As such, the ART route tests were therefore split into eight bus priority corridors which allowed for a ‘mix and match’ process to identify the bus priority measures for each ART route test.

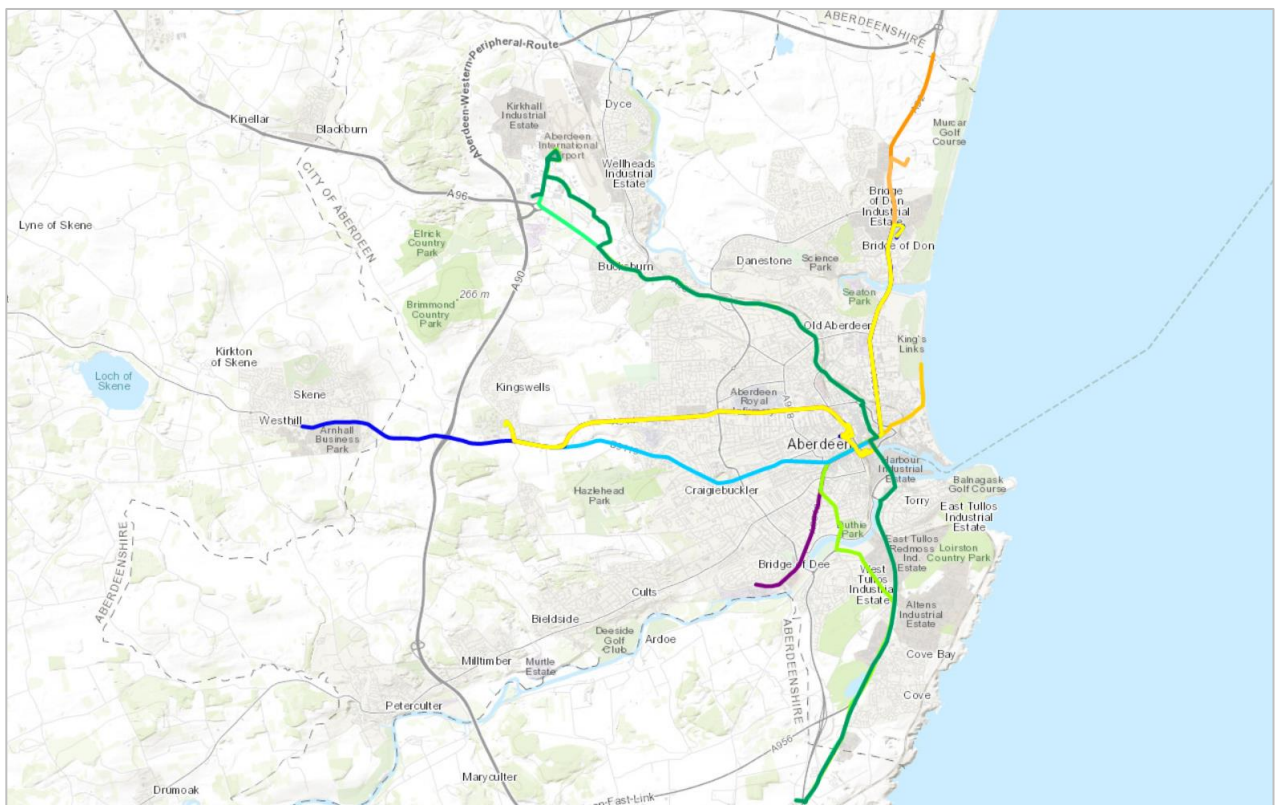


Figure 1: Extents of the ART route tests

Bus Priority Corridors

The eight bus priority corridors defined for the infrastructure are as follows:

- **A956/ A92 (North):** City centre to the A92 junction with the A90 at Blackdog via *Union Street - King Street - Ellon Road*
- **Beach Boulevard:** City centre to Beach Masterplan area via *Union Street - King Street* - East North Street* - Castle Street* - Justice Street* - Beach Boulevard – Links Road* (* These roads are used one-way by ART services depending on inbound or outbound services)
- **A956 (South):** City centre to the Findon Interchange junction via *Union Street - Market Street - Victoria Road - Menzies Street - Wellington Road – Old Stonehaven Road*
- **B9077 and West Tullos Road:** Holburn Street junction with Great Southern Road to the Hareness Road roundabout via *Great Southern Road (B9077) - West Tullos Road*
- **A9013:** City centre to the Robert Gordon University campus via *Union Street - Holburn Street - Garthdee Road*
- **A9119:** City centre to the A944 junction (Jessiefield roundabout) via *Union Street - Albyn Place - Queens Road - Skene Road*
- **A944:** City centre to Westhill via *Union Street - Market Street - Guild Street - Bridge Street - Union Terrace - Rosemount Viaduct* - Skene Street* – Woolmanhill* - Blackfriars Road* - Gilcomston Steps - Skene Square - Rosemount Terrace - Westburn Road - Lang Stracht - A944 – Straik Road* (* These roads are used one-way by ART services depending on inbound or outbound services)
- **A96:** City centre to the Craibstone Park & Ride via: *Union Street - Broad Street – Gallowgate – Causewayend - Powis Place - Powis Terrace - Great Northern Road - Auchmill Road - Inverurie Road - A96 - Airport Road* - Argyll Road* - Brent Road* - Argyll Road* -Dyce Drive* - Wellheads Drive* - Forrit Burns Road* - Gough Burn Crescent** (* These roads are used by some of the ART route tests but not others)

Figures for each of these bus priority corridors are shown in the following sections along with a summary of the bus priority measures extracted from the relevant multi-modal studies. How these bus priority corridors relate to each ART route test is set out in Table 2.

ASAM19 Coding

To support the coding of bus priority measures into ASAM19 the following information was provided to the ASAM19 modelling consultants (SYSTRA):

- **Bus lanes:** Location, length and set-back length. It was assumed the bus lanes were operational for the full length of the modelled periods
- **Junction layouts:** The traffic lane designation at junction stop lines for the existing and proposed road layouts. This allowed ASAM19 to account (to some degree) for the capacity impacts of the proposals e.g. when a bus lane is extended up to the junction stop line or a vehicle turning movement banned. This traffic lane designation assessment at each main road junction along the bus priority corridors is provided in Appendix A
- **Signalised junctions:** A modified method of signal control would provide bus services with 'green wave' adaptive¹ priority on the approach to and through junctions using selective vehicle detection (SVD) and appropriate Urban Traffic Control (UTC) system
- **Traffic gating:** Queue relocation to assist bus service progression along sections of corridor where it was not possible to implement bus lanes
- **Bus stops.** Bus stop spacing was rationalised along the ART routes to reduce the bus stop time penalty resulting from vehicle deceleration and acceleration before and after the bus stop

¹ The priority level given to bus services at signalised junctions will depend on their adherence to timetable i.e. only a late bus will get a priority call and the extent of the priority call will depend on how late they are running.

TECHNICAL NOTE



Table 2: Bus priority corridors used by the ART route tests

ART Tests	Routes	A956/ A92 (North)	Beach Boulevard	A956 (South)	B9077 and West Tullos Road	A9013	A9119	A944	A96
Core	Route*: Craibstone - Portlethen			J1-J20b					J1-J28 (not J18-J19)
	Route*: Kingswells - Bridge of Don	J1-J13						J1-J27	
A1	Route*: Kingswells - Bridge of Don	J1-J13						J1-J27	
	Route: Craibstone - Portlethen			J1-J20b					J1-J28
A2	Route*: Kingswells - Bridge of Don	J1-J13						J1-J27	
	Route: Craibstone - Portlethen			J1-J20b					J1-J28
B1	Route*: Craibstone - Portlethen			J1-J20b					J1-J28 (not J18-J19)
	Route: Kingswells - Cloverhill	J1-J14						J1-J27	
B2	Route*: Craibstone - Portlethen			J1-J20b					J1-J28 (not J18-J19)
	Route: Kingswells - Blackdog	J1-J15						J1-J27	
C1	Route*: Craibstone - Portlethen			J1-J20b					J1-J28 (not J18-J19)
	Route: Westhill - Bridge of Don	J1-J13						J1-J32	
C2	Route*: Craibstone - Portlethen			J1-J20b					J1-J28 (not J18-J19)
	Route: Kingswells - Bridge of Don	J1-J13					J1-J12	J26-J27	
D	Route*: Kingswells - Bridge of Don	J1-J13						J1-J27	
	Route: Craibstone - Portlethen			J14-J20b	J1-J6	J1-J7			J1-J28 (not J18-J19)
E	Route: Craibstone - Kingswells							J1-J27	J1-J20
	Route: Portlethen - Bridge of Don	J1-J13		J1-J20b					
F	Route*: Craibstone - Portlethen			J1-J20b					J1-J28 (not J18-J19)
	Route: Kingswells - Beach		J1-J6					J1-J27	
	Route: RGU - Bridge of Don	J1-J13				J1-J16			

Corridor Infrastructure

Overview

The following provides a description of the bus priority measures along each of the eight corridors. As mentioned, the information was taken from the most recent STAG multi-modal corridor studies commissioned by Aberdeen City Council. Where a corridor or section of corridor was not included in these studies, an assessment was undertaken to develop high level bus priority proposals to ensure all corridors provided the ART network with a suitable operating environment but which reflected the constraints of the highway.

Types of Bus Priority Infrastructure

A key ART objective is to provide an alternative to the private car and reducing bus journey times to provide more equivalent journey times to the car is key to this. This requires traffic management interventions along the corridors to isolate services as far as possible from general traffic congestion. These measures mainly focused on the introduction of bus lanes either extended up to junction stop lines or more conventionally set-back from the junction. Other bus priority measures included traffic gating where the existing road layout makes it difficult to introduce bus lanes; bus advance areas to facilitate bus right turns; and an upgrade to bus stop layouts to reduce dwell times.

In addition to these physical measures, traffic signals along the corridors would include SVD to give buses adaptive priority on the approach to and through each junction via a suitable UTC system such as SCOOT, MOVA or Vehicle Attenuation (VA).

Bus lanes as part of the ART network would be expected to operate at anytime but local constraints such as to permit kerbside loading may require these bus lane operating times to be relaxed to daytime (7am – 7pm) or peak (7-10am and 4-7pm) periods.

It should be noted that in the multi-modal corridor studies, the bus priority proposals have been developed to an outline level of detail by assessing the spatial requirements of the schemes against the extents of the adopted highway. While the inclusion of these schemes in ASAM19 provides a strategic assessment of how these schemes impact the wider network e.g. drivers using alternative routes to avoid localised congestion, there has been little, or no local junction capacity assessment. This would help to understand the impact these schemes have on the operation of individual junctions and enable the development of mitigation to avoid lost green time or more importantly secondary impacts related to exit-blocking of upstream junctions. This more detailed assessment will be undertaken as the multi-modal corridor studies progress.

A956/ A92 (North)

Description

The corridor (Figure 2) extends north of the city centre from Union Street along King Street and Ellon Road to the A92 junction with the A90 at Blackdog. King Street is a wide 3 lane single road carriageway with some on-street parking, waiting and loading provision. There are frequent side road junctions with major junctions that are either signalised or multi-lane roundabouts. There are several existing bus lanes on King Street predominantly in the outbound direction operating 7.30 – 9.30am and 4 - 6pm (Monday to Saturday).

Inbound

- Harrow Road to St. Machar Drive
- Summerfield Terrace to West North Street

Outbound

- Pittodrie Street to Orchard Street
- Linksfield Road to Regent Walk
- Regent Walk to St Machar Drive
- Seaton Place to Don Street
- Don Street to Esplanade (with a short break in the bus lane over the Lidl car park access)

All these bus lanes are set-back from the approach junction.

At the Bridge of Don, Ellon Road becomes a dual carriageway which extends to the AWPR junction at Blackdog. There is an inbound bus lane between the Parkway East roundabout to approx. 100 metres south of the North Donside Road roundabout.

The following bus priority proposals are set out in the multi-modal corridor study **Ellon Park & Ride to Garthdee Detailed Appraisal** report prepared by Aecom (May 2023). The proposed road layouts for the corridor can be found in Appendix C of the Aecom report.

King Street

Inbound and outbound bus lanes are proposed between West North Street and the St. Machar Drive roundabout which is removed and replaced with a signalised cross-roads. All bus lanes are set-back from the approach junction to maintain existing traffic lane designations at the junction stop lines.

North of the St. Machar Drive junction the existing bus lane on the approach to this junction is extended to the Esplanade junction. In the outbound direction the existing bus lane is extended back towards the St. Machar Drive junction but cut short at Seaton Place to accommodate a two-way cycle track which extends northwards over the Bridge of Don.

Ellon Road

On the Bridge of Don an inbound bus lane is proposed that ties into the existing northbound bus gate. It is unclear why this bus lane has been proposed as the nearside lane currently operates as a virtual bus lane.

On the north side of the bridge an inbound bus lane extends from about 250 metre south of the Berryhill Crescent roundabout (near to the proposed Cloverhill development) to join with the new bus lane on the Bridge of Don. In the outbound direction a new bus lane starts just after Balgownie Crescent and extends northwards to just after the Esso Petrol Filling Station.

Both the inbound and outbound bus lanes pass through the North Donside Road and Parkway roundabouts which in the proposals are removed and replaced with signalised cross-roads.

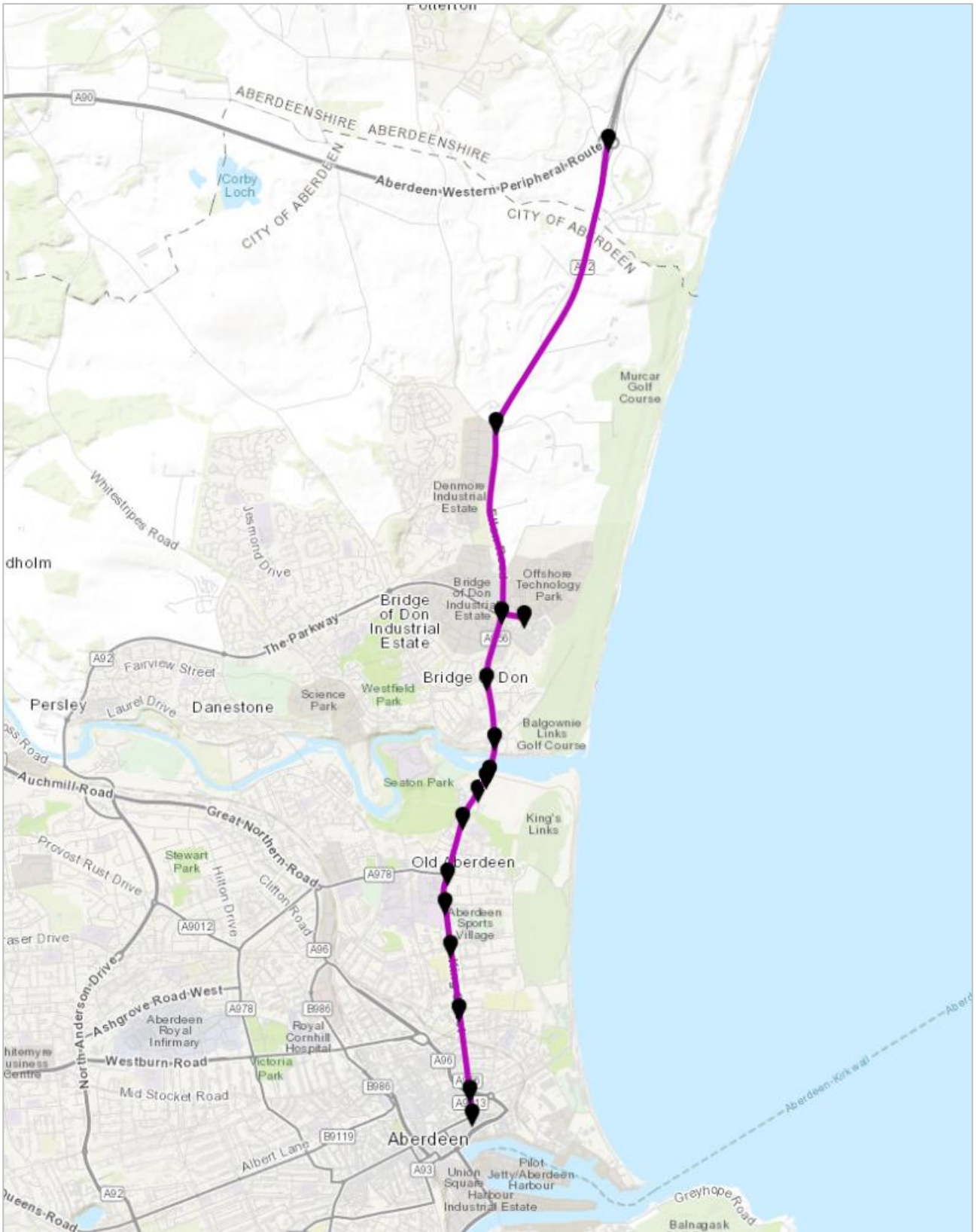


Figure 2: A956 (North) corridor

Beach Boulevard

Description

This short corridor (Figure 3) extends north-east of the city centre along Beach Boulevard towards the proposed Beachfront development area. It is proposed that inbound and outbound ART services take different routes before joining Beach Boulevard. Outbound ART services use King Street and turn right onto East North Street while inbound services use Justice Street and a new 'bus only' link to access Castle Street and Union Street. Links Road is used as an alternative route to the Esplanade because the City Centre & Beachfront Masterplan proposals close Beach Boulevard to traffic east of the Links Road junction.

Beach Boulevard and the section of King Street south of East North Street is not part of a multi-modal corridor study but both are within the above Masterplan. The following bus priority measures have therefore been developed taking cognisance of the aspirations set out in the Masterplan for the city centre.

King Street (outbound)

King Street between Castle Street and East North Street forms part of the City Centre and Beachfront Masterplan and as such no bus lanes are proposed within this section of the corridor. It is assumed that bus services travelling through the King Street junction with East North Street would get priority signal timings to reduce journey times.

East North Street (outbound)

No bus lanes are proposed on this short section of East North Street but it is assumed that the method of traffic signal control at the East North Street junction with Beach Boulevard would give buses adaptive priority in both directions i.e. East North Street to Beach Boulevard outbound and Beach Boulevard to Justice Street inbound.

Justice Street (inbound)

The City Centre and Beachfront Masterplan proposes a new 'bus only' link between Justice Street and Castle Street/ Union Street which it is proposed will be used by ART services.

Beach Boulevard and Links Road

No bus priority measures are proposed.

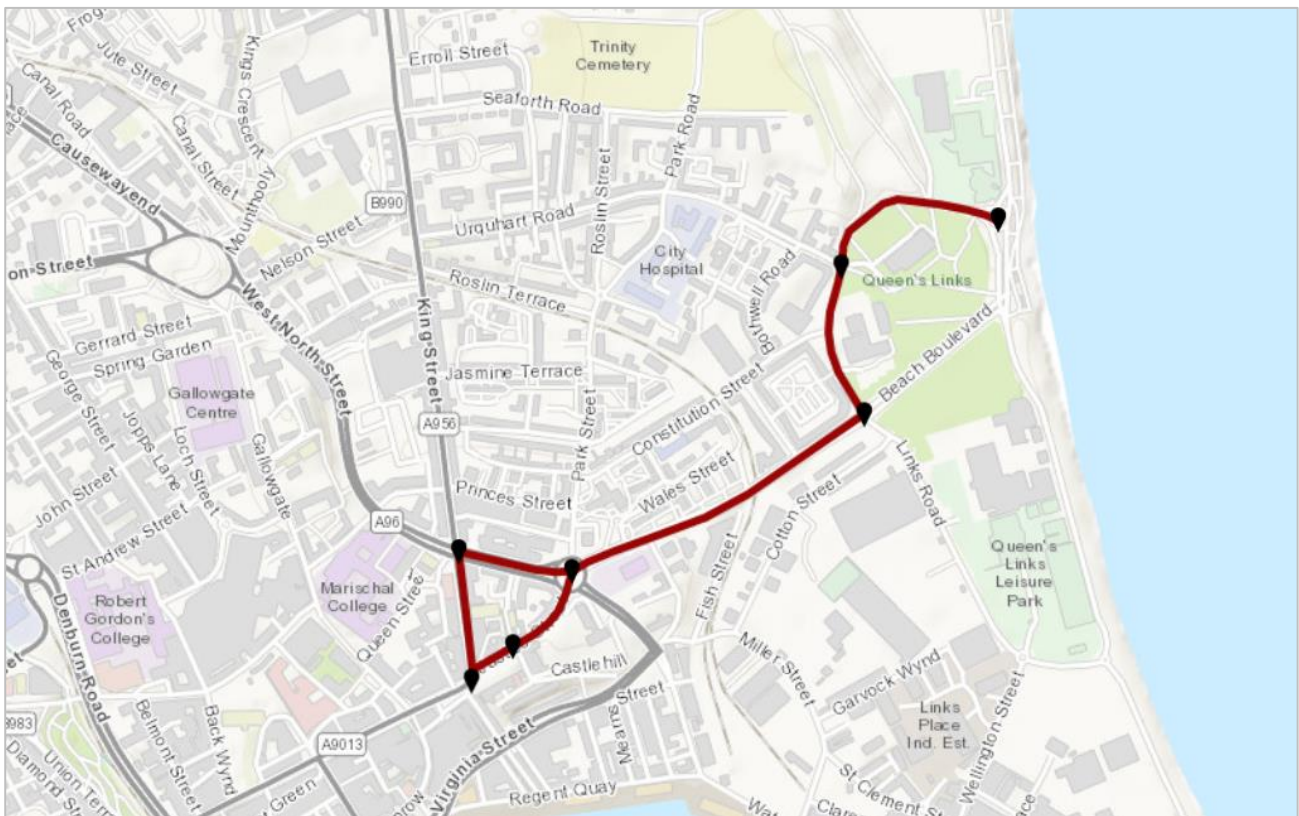


Figure 3: Beach Boulevard corridor

A956 (South)

Description

The corridor (Figure 4) extends south of the city centre from Union Street along Market Street, Victoria Road via Victoria Bridge, Menzies Road, Wellington Road and Old Stonehaven Road.

Market Street between its junctions with Guild Street and the Victoria Bridge is a dual carriageway road with frequently spaced large signalised junctions.

Victoria Bridge contains a single carriageway road which widens along Victoria Road to four lanes south of the bridge. There are two closely spaced signalised junctions at South Esplanade West/ East and Menzies Road. Menzies Road is a single carriageway road with a one-way outbound general traffic lane and contra-flow inbound bus lane in the other lane. There is residential parking along the southern side of the road.

Wellington Road is a dual carriageway road with the exception of a short section just south of the South Esplanade West roundabout between Grampian Place and Polwarth Road. Within this section, the road narrows to three lanes with an inbound bus lane extending from the roundabout to Kerloch Place. There are no other bus lanes along Wellington Road despite the road being used by up to 12 buses per hour.

Key junctions include those at Balnagask Road (signalised cross-roads); Abbotswell Road (signalised T); Greenwell Rd/ Craigshaw Rd (priority T); Greenbank Road (signalised cross-roads); Craigshaw Drive/ Altens Farm Road (signalised cross-roads); Hareness roundabout (priority); Souterhead roundabout (signalised); and Wellington Circle/ Charleston Road North (signalised cross-roads).

At the trunk road section of the A956, Wellington Road becomes a single carriageway road which continues along Old Stonehaven Road up to the Findon Interchange and where ART services are proposed to terminate. Key junctions include those at Gateway Drive, Old Stonehaven Road and Findon Interchange.

The following bus priority proposals are set out in the **Wellington Road STAG Part 2 Appraisal** report prepared by Aecom (Summer 2021). This study used the combined active travel and bus priority scheme, with the proposed road layouts provided in Appendix A of the Aecom report. This information was supplemented by a more recent Aberdeen City Council commission which updated proposals for the Souterhead and Hareness roundabouts and can be found in the **DMRB Stage 2 report** (Option K) provided by Sweco (January 2024).

Market Street, Victoria Road & Menzies Street

This section of the southern ART route is not included in the above Wellington Road study or any of the other multi-modal corridor studies. Assumptions were therefore made about the appropriate levels of bus priority that could be accommodated along these roads.

Given the importance of Market Street to the Harbour area and the frequency of large, signalised junctions along it, bus lanes were unlikely to be feasible so the existing road layout was retained in the ART route tests. This was also true for Victoria Bridge and Victoria Road although some traffic signal priority was provided to help bus services make the right turn outbound and left turn inbound at the junction with Menzies Road. Menzies Road includes an existing inbound contra-flow bus lane and given the limited road space outbound ART services would continue to share the single traffic lane with general traffic. There is however an option to provide a contra-flow bus lane on South Esplanade West which could be used by ART services instead of the mixed traffic route on Menzies Road. This bus lane would however reduce on-street parking provision and require HGV loading activity generated by the adjacent Industrial Estate to be managed.

Wellington Road

Bus lanes are provided on both sides of the road between the South Esplanade West roundabout (adjacent to the River Dee bridge) and the Souterhead roundabout. These bus lanes are set-back from junctions with short breaks to accommodate side road traffic. Longer set-backs are proposed on the approach to the Hareness roundabout to maximise junction capacity and road widening is required between Grampian Place and Polwarth Road to overcome the narrow section of corridor described above.

The Sweco study proposes the northbound bus lane approaching the Hareness roundabout can be used by HGV's to improve the efficiency of freight movements to and from the harbour and adjacent Industrial Estates.

Old Stonehaven Road

No bus priority measures are proposed.

B9077 and West Tullos Road

Description

The corridor (Figure 5) extends south of the city centre along the Great Southern Road and West Tullos Road via the King George VI bridge. This short corridor creates a link between the two city centre corridors along the A956 (Wellington Street) and the A9013 (Holburn Street).

Great Southern Road is a dual carriageway road. There is a short section where the dual carriageway layout ends to accommodate a right turn into Murray Terrace. Key junctions are located at Holburn Street, Whinhill Road and Riverside Drive all of which are priority roundabouts.

West Tullos Road has a similar dual carriageway layout. Key junctions are located at Great Southern Road, Abbotswell Road and Harness Road again all priority roundabouts.

Neither Great Southern Road nor West Tullos Road are part of the multimodal corridor studies, so the following bus priority proposals have been developed by this study. This involved a high level assessment of available road space, the complexity of junctions and existing traffic congestion levels to ensure ART services could operate as far as possible in free flow conditions on the approach to and through junctions.

Great Southern Road (B9077)

It is proposed that between the Holburn Street and Whinhill Road roundabout junctions, bus lanes are provided on both sides of the road. The narrower section of road at the Murray Terrace junction suggests staggered bus lanes between the Whinhill Road and Riverside Drive roundabouts offer a more efficient reallocation of road space. An inbound bus lane is therefore proposed between Allenvale Road and Whinhill Road roundabout and an outbound bus lane proposed between the Allenvale Road and Riverside Drive roundabout. In both cases it is suggested the bus lanes are set-back from the junction but a signalisation of the Whinhill Road junction may allow the inbound bus lane to extend through the junction and so provide a continuous bus lane between Holburn Street and Allenvale Road.

Set-back bus lanes are proposed on King George VI bridge section of Great Southern Road but further design work is required to establish the potential capacity impact this will have on the operation of the roundabout junctions on each side of the river (i.e. Riverside Drive and West Tullos/ Provost Watt Drive).

West Tullos Road

Inbound and outbound bus lanes are proposed, reducing general traffic to a single lane in each direction. It is proposed the bus lanes are set-back from the roundabout junctions along West Tullos Road including those at Provost Watt Drive, Abbotswell Road and Harness Road.

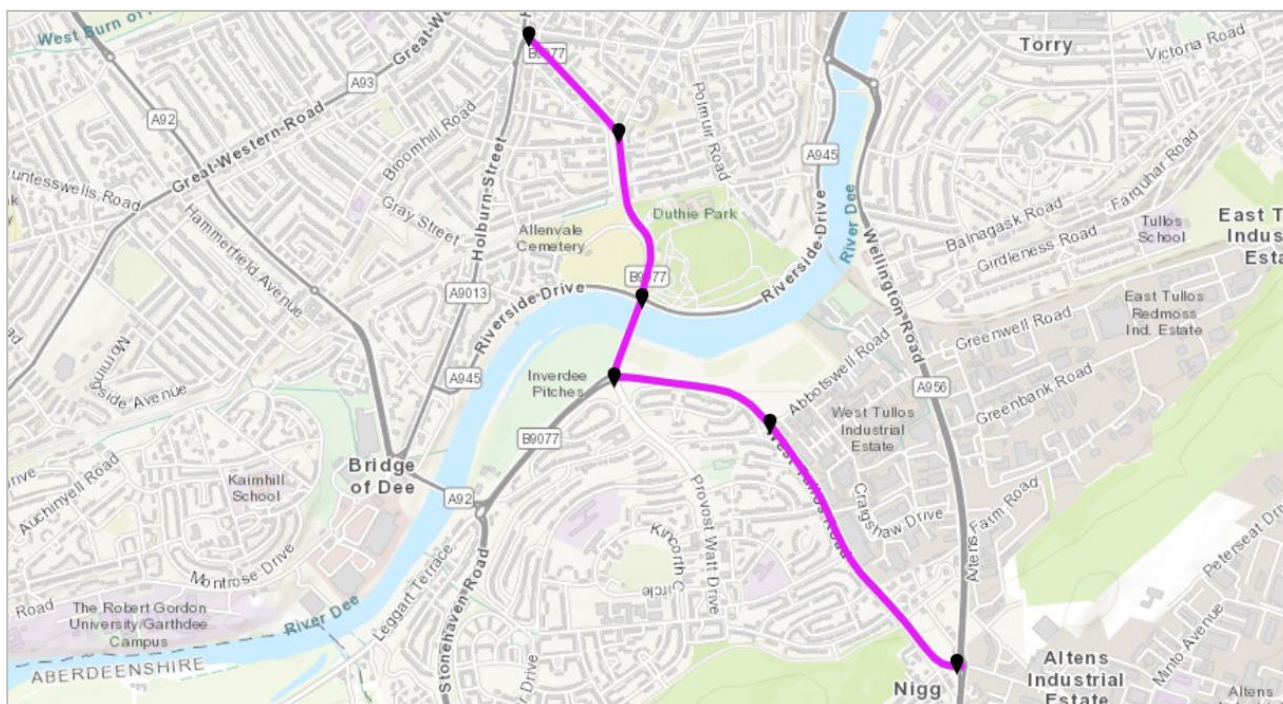


Figure 5: B9077 and West Tullos Road corridor

A9013

Description

The corridor (Figure 6) extends south-west of the city centre from Union Street along Holburn Street and Garthdee Road to the Robert Gordon University campus.

Holburn Street has a narrow four lane single road carriageway with sections of on-street parking, waiting and loading provision. There are frequent side road junctions with major junctions being either signalised junctions or multi-lane roundabouts. There is an existing inbound bus lane between the Great Southern Road and Union Grove junctions which operates 7.30 – 9.30am and 4 - 6pm (Monday to Saturday).

The following bus priority proposals are set out in the **Ellon Park & Ride to Garthdee Detailed Appraisal** report prepared by Aecom (May 2023). The proposed road layouts for the corridor can be found in Appendix C of the Aecom report.

Holburn Street

The existing inbound bus lane between the Great Southern Road and Union Grove junction is retained with a short extension from Union Grove towards the Alford Place junction.

Garthdee Road

Due to the width of the road, highway boundary constraints and the requirement for a protected cycle route no bus priority measures are proposed for Garthdee Road.

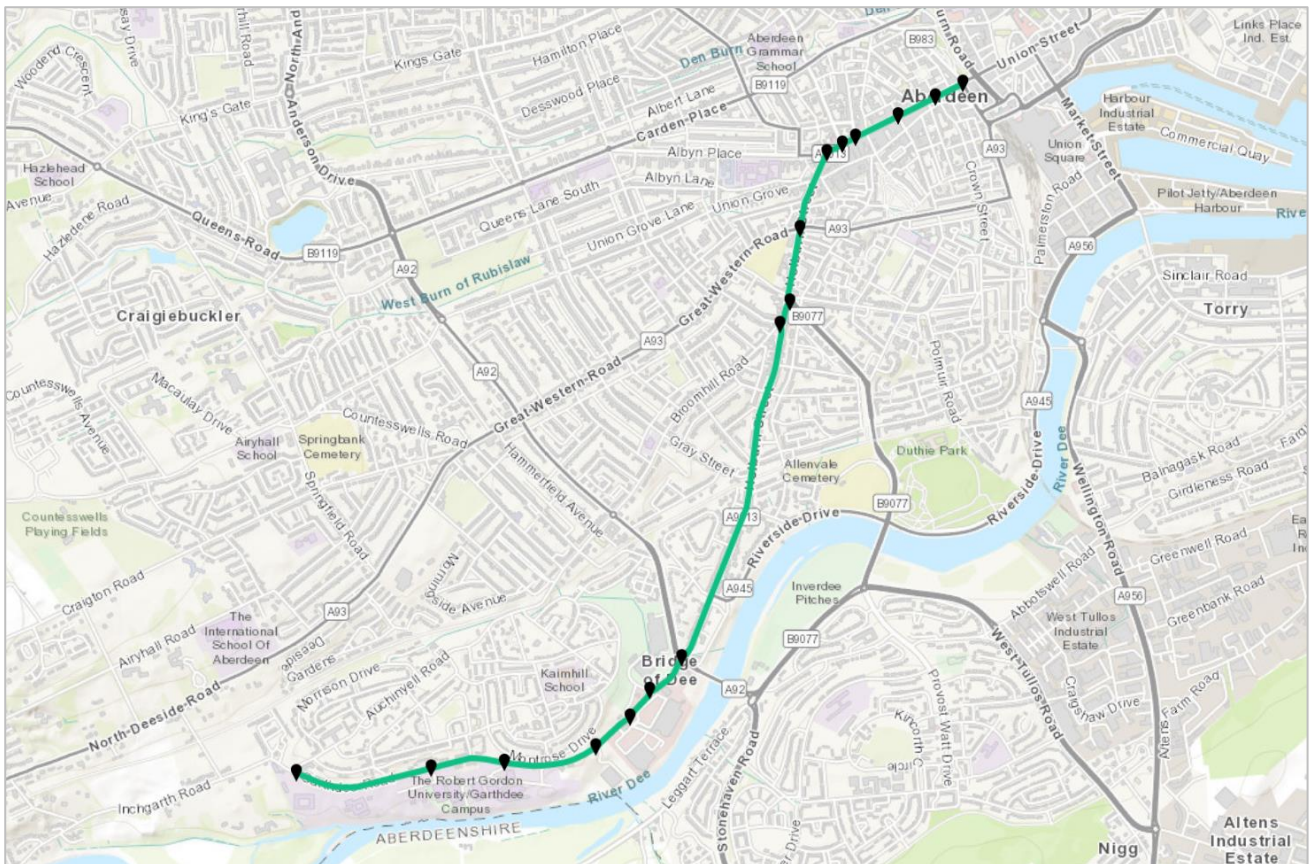


Figure 6: A9013 corridor

A9119

Description

The corridor (Figure 7) extends west of the city centre from Union Street along Alford Place, Albyn Place, Queen's Road and Skene Road.

Alford Place and Albyn Place is a wide single carriageway road with residential, Pay & Display and car club parking bays on the northern side of the road. Local schools are likely to create congestion at the start and end of the school day.

Queen's Road is a three to four lane single road carriageway with residential frontages and frequent side road junctions. On-street parking, waiting and loading is permitted along most sections with waiting restricted to the off peak periods. In addition to crossing the inner city bypass (Anderson Drive) the road provides key access points to extensive residential areas, employment sites (Hill of Rubislaw) and schools (Hazlehead Primary and Hazlehead Academy). Key junctions are located at the Queen's Cross roundabout, Forest Road (roundabout), Anderson Drive (roundabout), Queens Parade (signalised T), Hill of Rubislaw (signalised T), Springfield Road (signalised T) and King's Gate (roundabout). There are inbound bus lanes on the approach to the King's Gate and Anderson Drive junctions which operate 7.30 – 9.30am and 4 - 6pm (Monday to Saturday).

Skene Road is a single carriageway road with predominantly green verges and open land beyond. It has few side roads and little demand of on-street parking, waiting and loading. There is an inbound bus lane set-back from the Groats Road junction which operates at the times above.

The following bus priority proposals were developed as part of the **A944 / A9119 multi-modal corridor study – Detailed Options Appraisal** undertaken by Stantec, reported in July 2022. The proposed road layouts are provided in the Concept Design Report (Appendix A6) that accompanied the main report.

The adopted highway along the corridor is constrained predominantly by property boundaries which makes road widening to accommodate new bus priority and cycle route infrastructure difficult to achieve. The above Stantec report therefore set out options where road space was either reallocated to provide bus lanes or a segregated cycle route. To define the infrastructure needed for ART along this corridor, the option where bus priority measures are 'prioritised' has been used but requires the cycle route to be provided on parallel roads.

Albyn Place

Bus lanes are proposed outbound on the approach to the Queen's Cross roundabout and inbound on the approach to the Holburn Street junction. Due to highway boundary constraints the bus lanes are staggered and set-back from junctions.

Queen's Road

From the Queen's Cross roundabout, staggered bus lanes are provided in both directions between Queen's Cross and Forest Road and Forest Road and Anderson Drive. Highway boundary constraints require these bus lanes to be set-back from the junctions. As part of these proposals the roundabout at the Forest Road junction is removed and replaced with a signalised cross-roads.

For the section of Queen's road between the Anderson Drive and Kings Gate roundabouts, staggered bus lanes set-back from junctions are provided on the approach to all key junctions including those are the Hill of Rubislaw, Summerfield Road and King's Gate. The inbound bus lanes approaching the Anderson Drive and Kings Gate roundabout are extensions of existing bus lanes.

Skene Road

The existing inbound bus lanes on the approach to the Groats Road junction is retained.

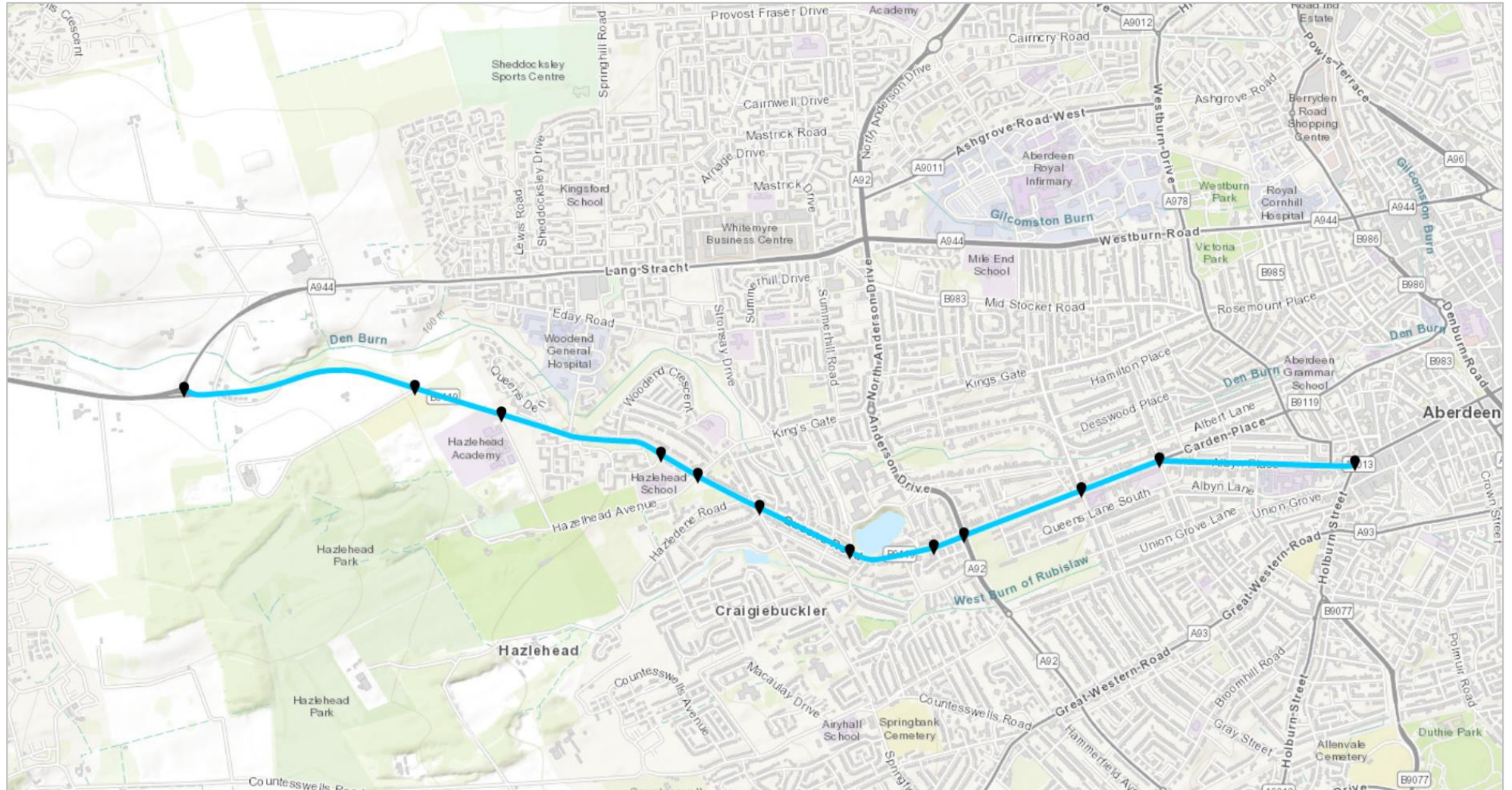


Figure 7: A919 corridor

A944

Description

The corridor (Figure 9) extends west of the city centre from Union Street along Skene Square, Rosemount Terrace, Westburn Road, Lang Stracht, A944 and Straik Road to Westhill. ART services between Skene Square and Union Terrace are proposed to operate in a one-way loop shown in Figure 8.



Figure 8: Proposed routing of ART services between Skene Square and Union Street

As part of the Berryden Corridor Improvement Project (BCIP), Skene Square becomes a dual carriageway and the junction with Rosemount Terrace is signalised. The BCIP scheme also widens the Caroline Place junction with Westburn Road, Berryden Road and Hutcheon Street.

Westburn Road between its junctions with Caroline Place/ Berryden Road and Cairnfield Place is a wide single carriageway road with frequent side roads. Key junctions at Watson Street/ Cornhill Road and Argyll Place/ Argyll Crescent are signalised and where localised widening provides an additional lane at the stop lines. The inbound right turn from Westburn Road to Argyll Place is banned to facilitate the outbound right turn into Argyll Crescent. The kerbsides are covered with a no waiting at any time restriction with residential parking bays provided at some locations.

Westburn Road to the west of the Cairnfield Place becomes a dual carriageway road which extends to the North Anderson Drive junction. The only significant junction is at Foresterhill Road which provides access to the Aberdeen Royal Infirmary (ARI).

The dual carriageway layout continues along Lang Stracht but the road narrows to a wide three lane or narrow four lane road west of the Fernhill Drive junction. There is a further narrowing of the road carriageway on the approach to and beyond the Maiden Craig Drive junction. This single carriageway road continues to the Jessiefield roundabout junction with Skene Road and the A944. There are seven signalised junctions along Lang Stracht located at Summerhill Road/ Mastrick Drive, Stronsay Drive, Fernhill Drive, Springhill Road, Rousay Drive, Skye Road and Maiden Craig Drive.

Lang Stracht includes short sections of inbound and outbound bus lane operating 7.30 – 9.30am and 4 - 6pm (Monday to Saturday). The inbound bus lanes are between Maiden Craig Drive and Skye Road; Lewes Road and Rousay Drive; and Summerhill Road and Whitemyers Place while the outbound bus lanes are between Whitemyers Place and Springhill Road.

West of the Jessiefield roundabout the A944 is a dual carriageway road which continues to the Westhill Drive roundabout. This section includes major junctions at Fairly Road (roundabout), Kingswells Causeway

(signalised T), the AWPR (signalised roundabout), B9119 (signalised T) and Westhill Drive (roundabout). Bus access to the Kingswells Park & Ride is via Fairly Road.

West of the Westhill Drive roundabout the A944 becomes Straik Road which is a wide 40 mph single carriageway road which crosses the residential and employment extents of Westhill.

The following bus priority proposals were developed as part of the **A944/ A9119 multi-modal corridor study** as noted above. The proposed road layouts are provided in the Concept Design Report (Appendix A2 and A4) that accompanied the main report.

It should be noted that these designs considered three routes for bus services into the city centre from the end of Westburn Road i.e. the Berryden Road junction with Caroline Place and Hutcheon Street. Subsequent ART routing discussions with bus operators developed a fourth option which is described above in Figure 8. As such, there is no concept design for the proposed ART route between the city centre and the Woolmanhill roundabout so as part of this study, assumptions have been made on what bus priority measures are achievable along these city streets.

Market Street, Guild Street, Bridge Street, Union Terrace

No bus lanes are proposed but it is expected bus services will get adaptive priority at all signalised junctions via SVD and UTC systems.

Rosemount Viaduct, Skene Street & Woolmanhill (outbound)

It is assumed the city centre traffic management strategy will keep this outbound route for ART services between Union Terrace and Gilcomston Steps via the Woolmanhill roundabout free flowing. No bus priority measures are therefore proposed.

Blackfriars Road & Union Street (inbound)

Again, it is assumed the city centre traffic management strategy will keep this inbound route for ART services between Gilcomston Steps and Union Terrace via the Woolmanhill roundabout free flowing. No bus priority measures are therefore proposed but this route does require a new 'bus only' link to be provided between the Woolmanhill roundabout and Blackfriars Road.

Gilcomston Steps & Skene Square

Skene Square forms part of the BCIP which proposes a dual carriage road from the Rosemount Place/ Maberly Street junction to Kittybrewster roundabout. Although the BCIP is included in the ASAM 19 future base model no bus lanes are proposed as it is assumed the BCIP scheme will create free flowing traffic conditions on this section of the corridor.

Rosemount Terrace

A bus gate is proposed at the northern end of the road at the junction with Westburn Road allowing ART services to short-cut the Berryden Road junction with Westburn Road. This will have an impact on the BCIP which allows Rosemount Terrace to be used by general traffic.

Westburn Road (Rosemount Terrace to Cairnfield Place)

The proposals introduce staggered bus lanes with an inbound bus lane between Watson Street and Rosemount Terrace and outbound bus lane between Watson Street and Argyll Place.

Westburn Road (Cairnfield Place to North Anderson Drive)

Continuous inbound and outbound bus lanes are proposed. These bus lanes extend up to stop lines at the Foresthill Road and North Anderson Drive junctions. A traffic gate is proposed at the end of the inbound bus lane near the Cairnfield Place junction with the intention of relocating traffic queues from the narrower downstream section of Westburn Road to the traffic lane next to the bus lane.

Lang Stracht

Continuous inbound and outbound bus lanes are proposed along the length of Lang Stracht which extends to the junction with Old Lang Stracht. To accommodate bus lanes up to stop lines requires road widening and a potential restriction to permitted vehicle turning movements at junctions. A set-back to the outbound bus lane on the approach to Summerhill Road junction is provided.

A944

Inbound and outbound bus lanes are proposed on the approaches all the key junctions on the A944 between the Jessiefield roundabout and the A9119 junction. This includes junctions at Fairley Road (roundabout),

Kingswells Causeway (signalised T) and the AWPR (signalised roundabout). All bus lanes are set-back from the junctions. The end of the outbound bus lane on the approach to the Fairley Road junction is supported by pre-signals and bus advance area to assist bus drivers make the right turn and achieve quicker access to the Park & Ride site.

No bus lanes are proposed on the approaches to the A9119 (signalised T) or the Westhill Drive (roundabout) junctions.

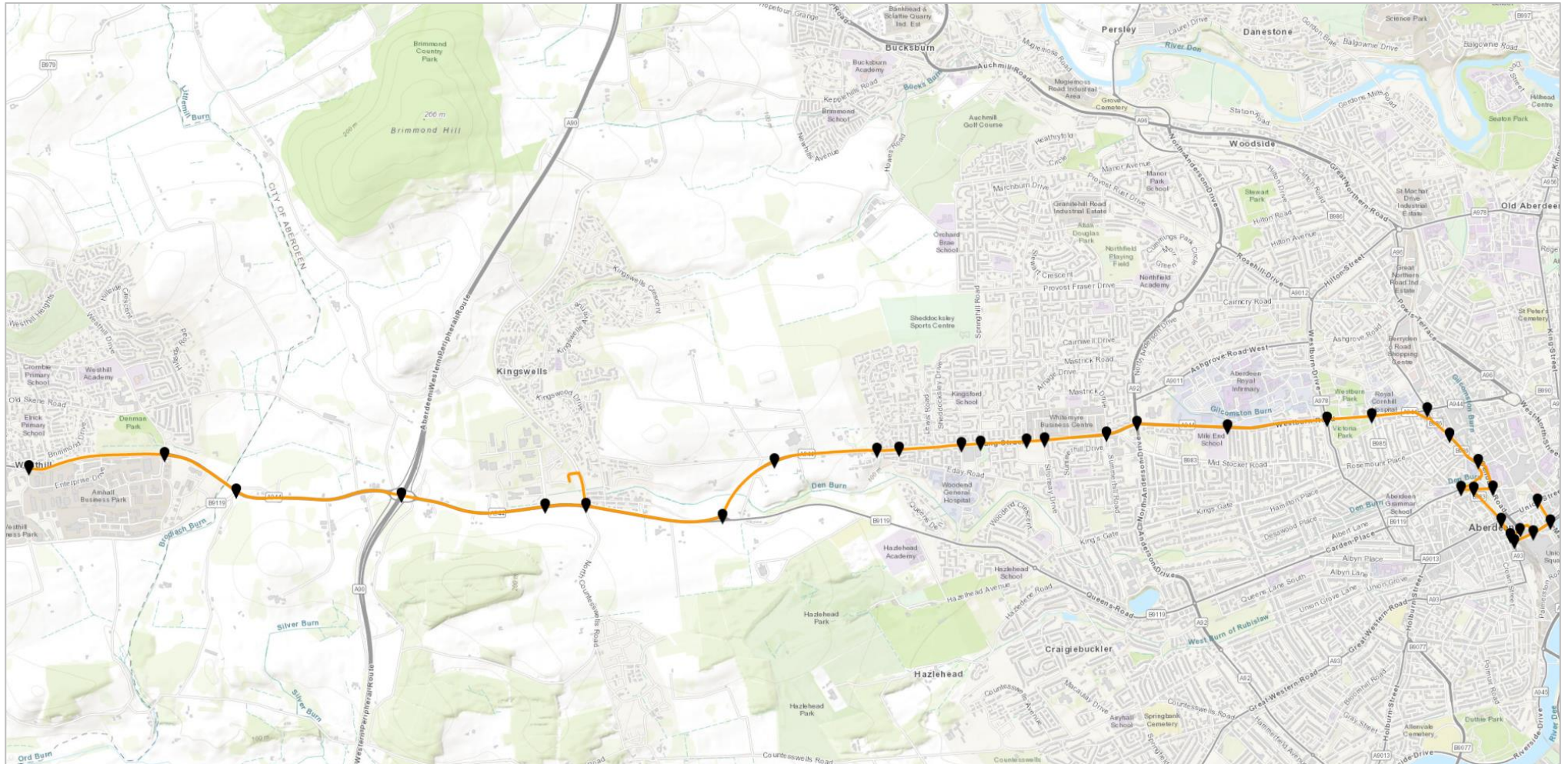
Straik Road

No bus priority measures are proposed along Straik Road.

TECHNICAL NOTE



Figure 9: A944 corridor



Page 365

A96

Description

The corridor (Figure 11) extends north-west of the city centre from Union Street along Broad Street, Gallowgate, Causewayend, Powis Place, Powis Terrace, Great Northern Road, Auchmill Road, Inverurie Road and A96 to the Park & Ride site at Craibstone.

Broad Street is 'bus only' except for the southern end while Gallowgate becomes a busier connector route providing access to shopping centre car parks. North of the Mounthooley roundabout, Causewayend and Powis Place are dual carriageway roads with no waiting at any time restrictions except for short sections of residential parking bays. This dual carriageway layout narrows north of the George Street/ Calsayseat Road junction which forms a key city centre access point for local bus services.

Powis Terrace is a wide single carriageway road with the adopted highway boundary constrained by residential frontages on one side and a railway line within a cutting on the other. There are two signalised junctions at Bedford Road and Belmont Road providing access to large areas of retail and employment.

North of Powis Terrace it is proposed ART services use the BCIP scheme that creates a new dual carriageway road between Clifton Road and Kittybrewster roundabout and which bypasses the existing section of the Great Northern Road between these two junctions.

The Great Northern Road between Kittybrewster Road and Printfield Walk near the Don Street junction is a wide single carriageway road with an on-street parking provision on both sides of the road. The road provides access to health care facilities and a community centre.

North of Printfield Walk the Great Northern Road becomes a dual carriageway road although the central reservation is broken to provide access to side roads. There are major junctions at Don Street (signalised T) and more critically the Haudagain roundabout although congestion levels are likely to have eased with the recent opening of the Haudagain bypass. In the outbound direction, there is a relatively long section of existing bus lane between Station Road and the Haudagain roundabout which operates 7.30 - 9.30am and 3.00 - 6.30pm (Monday to Saturday).

Auchmill Road has a similar dual carriageway layout to the Great Northern Road but with less frequent side roads. Key junctions include those at Auchmill Terrace (signalised T) and Old Meldrum Road (priority T). At the western end of Auchmill Road is the large Bucksburn roundabout which provides access to the residential and industrial areas in Dyce. In the inbound direction there is a bus lane between Auchmill Road and Haudagain roundabout which operates at any time.

West of the Bucksburn roundabout the A96 is a dual carriageway road layout with a more continuous central reservation. Key junctions include those at the Bankhead roundabout for access to large residential areas to the south and north; Gough Burn Crescent (signalised T) for access the TECA; and Dyce Drive (signalised cross-roads) and Craibstone roundabout for access to the Airport and the Kirkhill Industrial Estate. At the Gough Burn Crescent junction the right turn is bus only.

The roads that serve TECA, the Airport and Kirkhill Industrial Estate² are not part of the multimodal corridor studies so bus priority measures on these roads potentially needed to be developed as part of this study. As discussed later this was not required given the likely levels of congestion ART services would experience.

The following bus priority proposals were developed by the **A96 multi-modal corridor Preliminary Options Appraisal study** undertaken by Stantec, and reported in April 2022. This study developed a single concept design for the corridor between Inverurie and the Don Street/ Printfield Walk junction. South of the Printfield Walk junction, several designs were proposed to account for the Councils BCIP scheme but also consideration for more extensive road and bridge widening along Powis Terrace.

The BCIP scheme proposes a dual carriageway road between the Maberly Street/ Rosemount Terrace junction on Skene Square and the Kittybrewster roundabout using a combination of road widening and road building. The northern part of the scheme creates a new alignment to the A96 and which needed to be accounted for by the appraisal. In total five Route Variants were developed as part of the Preliminary Options Appraisal

² Gough Burn Crescent, Forrit Burn Road, Wellheads Drive, Dyce Drive, Argyll Road and Brent Road.

and the concept design proposed road layouts can be found in the Option Development Report (Appendices B and D) that accompanied the main report.

Four of the five Route Variants³ were subsequently taken forward by the commission of the Detailed Options Appraisal study. This ongoing study has developed the proposed road layouts for the four Route Variants from a concept to outline level of design. For this study, Route Variant B was used for the southern section of the corridor as it utilised the BCIP but took a more cautious approach to road widening along Powis Terrace. A schematic of Route Variant B and the bus priority proposals is provided in Figure 10.

The overall traffic management strategy for the corridor was to maintain existing levels of highway capacity at junctions between the Craibstone roundabout and Haudagain bypass so general traffic could access the inner city bypass route provided by the A92 without significant additional delay. West of the Haudagain bypass junction, road space reallocation favoured bus priority, cycle route and walking infrastructure over general traffic capacity to create an attractive alternative to travelling to and from the city centre by car.

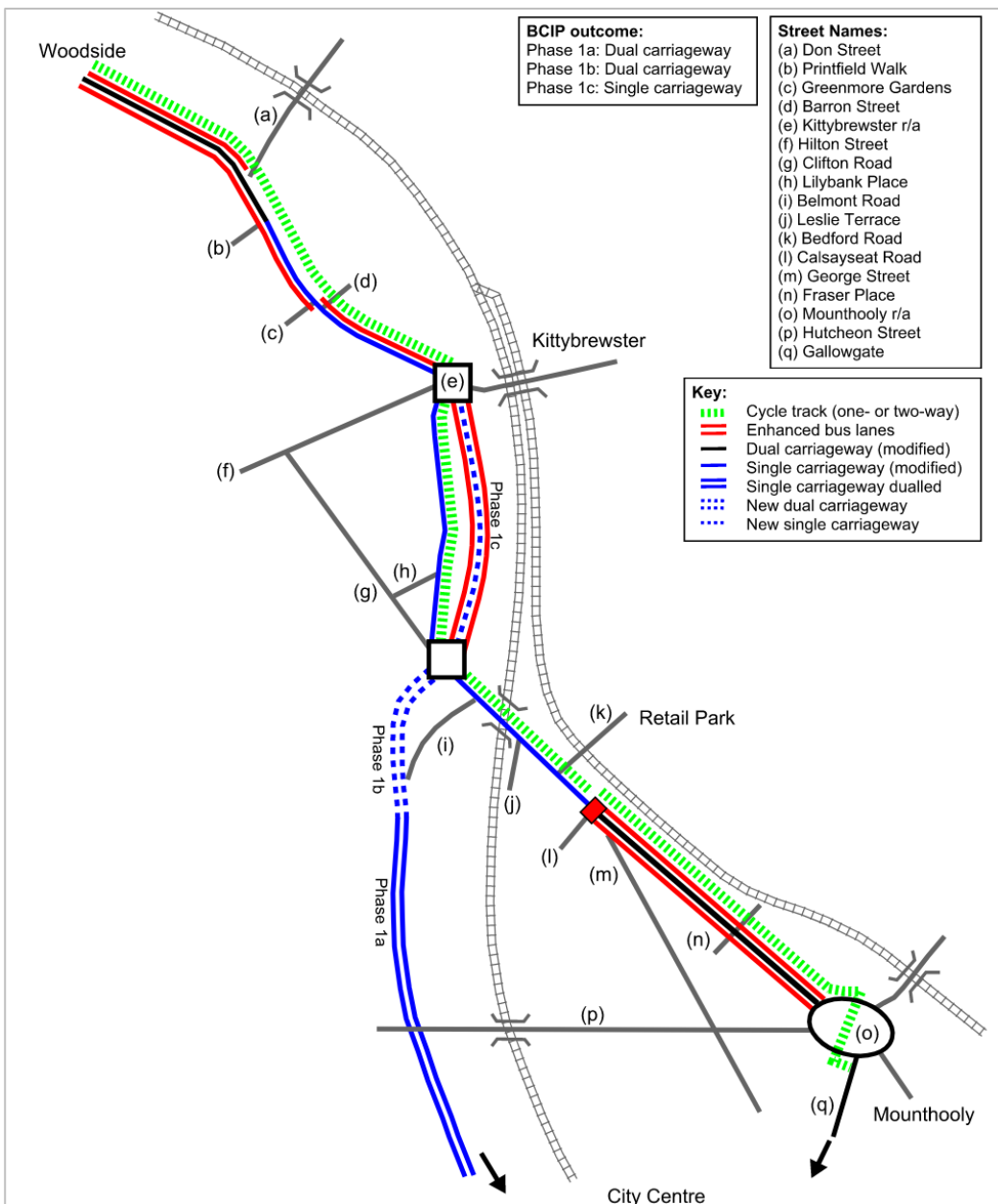


Figure 10: Schematic of bus priority measures along A96 (Don Street to Mounthooly)

³ This included an additional Route Variant F proposed by the Council

Broad Street & Gallowgate

The existing bus gate on Broad Street would be retained to support ART services getting to and from Union Street. No bus priority measures are proposed along Gallowgate but as a key general traffic route to shopping centre and employment car parks, measures may need to be considered if congestion risks delaying ART services.

Causewayend & Powis Place

It is proposed to introduce inbound and outbound bus lanes using the nearside lane of the dual carriageway. The inbound bus lane on the approach to the Mounthooly roundabout would be set-back from the give-way road markings while the outbound bus lane would extend up to the stop line of the George Street junction. To ensure ART services maintain a steady speed/ consistent journey time northbound along Powis Terrace a traffic gating strategy is proposed at the George Street junction. Northbound traffic would be metered by traffic signals into Powis Terrace, ensuring Powis Terrace between its junctions with George Street and the BCIP junction at Clifton Road remained free flowing. This will require wider traffic management measures to remove rat-running routes but also co-ordinated traffic signals at the George Street, Bedford Road and Belmont Road junctions to ensure there is no net loss to capacity for general traffic i.e. the proposals effectively relocate any residue northbound queuing on Powis Terrace where it is not possible to introduce bus lanes to Powis Place where a bus lane can be accommodated.

Powis Terrace

A highway boundary constrained by residential frontages and the railway make it difficult to accommodate bus lanes and the required segregated cycle route. Bus delays will therefore be minimised using traffic signal control systems that use bus detection (southbound) and traffic gating (northbound) to ensure traffic including bus services keep moving.

New Berryden Road (Powis Terrace to Kittybrewster roundabout)

Inbound and outbound bus lanes are proposed within this new dual carriageway section of road, set-back from the Clifton Road (BCIP junction) and Kittybrewster roundabout respectively.

Great Northern Road (Kittybrewster roundabout to Don Street)

Bus lanes are provided on the approach to the Kittybrewster roundabout (inbound) and Don Street junction (outbound). The inbound bus lane is set-back from the roundabout while the outbound bus lane extends up to the Don Street stop line. The bus lanes are staggered i.e. they do not overlap but their length is considered sufficient to isolate bus services from the worst periods of traffic congestion.

Great Northern Road

With no significant junctions, continuous inbound and outbound bus lanes are proposed between Don Street and the Haudagain roundabout junctions. It is proposed to remove the Haudagain roundabout and replace it with a signal controlled crossroads. The inbound bus lane on the approach to this new junction will extend up to the junction stop line using a 'hold the left' method of traffic signal control.

Auchmill Road

As with Great North Road, continuous inbound and outbound bus lanes are proposed between the Haudagain bypass junction and the Bucksburn roundabout. At the Haudagain bypass and Auchmill Terrace junctions the inbound bus lanes continue through the junctions with both requiring the removal of a residential 'service' road on the opposite side of the road and the former requiring the highway boundary to be extended into an adjacent retail park. At the Bucksburn roundabout the A96 bypass lane is converted into an outbound bus lane with all general traffic required to pass through the roundabout give-ways.

Inverurie Road/ A96

The dual carriageway layout of Inverurie Road/ A96 between the Bucksburn and Craibstone roundabout junctions allow bus lanes to be implemented on both sides of the road. To maintain junction capacities for general traffic over this section of the corridor (as set out by the above corridor traffic management strategy), bus lanes were generally set-back from junctions including those at the Bankhead roundabout and Dyce Drive junctions. More ambitious measures were proposed at the Gough Burn Crescent junction where the outbound bus lane extended through the junction and inbound bus lane up to the junction stop line. This was achieved by road widening and removing the left turn into Gough Burn Crescent but a traffic modeling assessment is required to understand if this junction layout would provide sufficient capacity for general traffic compared to the next upstream and downstream junctions at Dyce Drive and the Bankhead roundabout.

Airport Road, Argyll Road & Brent Road

These roads connect the Craibstone P&R site with the Airport and Kirkhill Industrial Estate. Airport Road is a dual carriageway road while Argyll Road and Brent Road are single carriageway roads only used by Airport traffic. There is unlikely to be significant levels of traffic congestion on these roads so no bus priority measures are proposed.

Dyce Drive, Wellheads Drive, Forrit Burns Road & Gough Burn Crescent

These dual carriageway roads serve the Airport, southern parts of the Kirkhill Industrial Estate and TECA. As such these roads are unlikely to experience significant levels of traffic congestion so no bus priority measures are proposed.

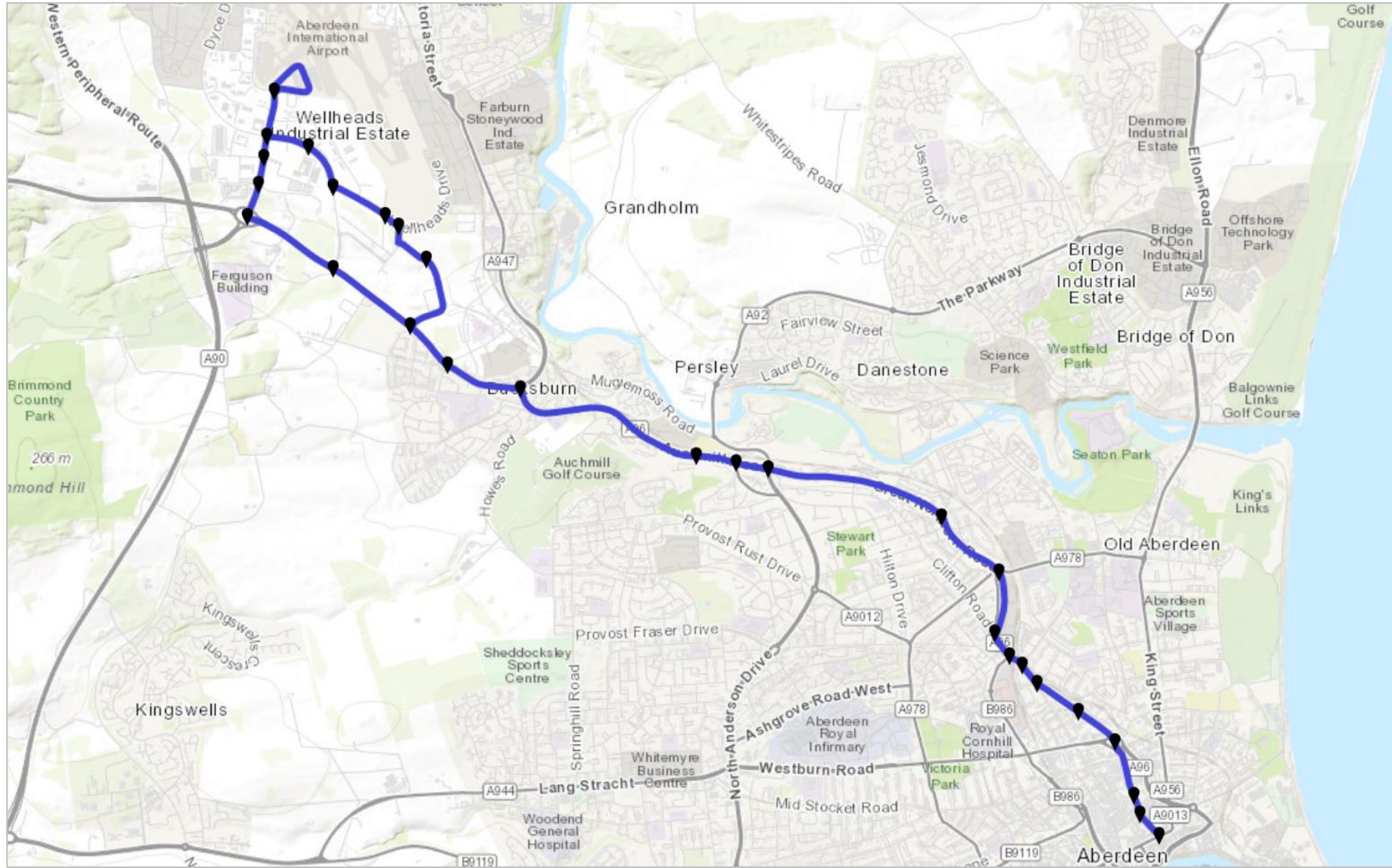


Figure 11: A96 corridor

Summary

Ongoing work to establish the most appropriate routing for the Aberdeen Rapid Transit (ART) project included a routing analysis assessment. This routing analysis⁴ developed ten ART route tests for assessment in Aberdeen Sub Area Model (ASAM19) to help understand the preferred routing and therefore network for ART services.

In addition to the routing of ART services, the ASAM19 assessment required the following information:

- Bus priority measures along each corridor that would provide ART with an efficient operating environment, one that isolated services from general traffic congestion
- Changes to the local bus network required to ensure bus services on the ART and existing local bus networks are co-ordinated i.e. avoid significant overlap of local bus services

This note summarises the bus priority infrastructure and measures assumed in ASAM19 to assess the ART route tests. The information was extracted from the latest STAG based multi-modal corridor studies commissioned by Aberdeen City Council:

- Ellon Park & Ride to Garthdee Transport Corridor Study. STAG Detailed Options Appraisal, Preliminary Design, Parallel Routes, Main Corridor (Appendix C). Aecom, May 2023
- A92 Wellington Road Multi-modal Corridor Study. STAG Detailed Options Appraisal, Multimodal Travel and Transport Package (Appendix A), Aecom, 2021
- A944 - A9119 Multi-modal Corridor Study. STAG Detailed Options Appraisal. Concept Design Report (Appendix A6). Stantec, July 2022
- A96 Multi-modal Corridor Study. STAG Case for Change & Preliminary Options Appraisal. Concept Design Report (Appendix B and Appendix D). Stantec, April 2023
- A96 Multi-modal Corridor Study. STAG Detailed Options Appraisal. Outline Design Report (Appendix A). Stantec, April 2024

For sections of the ART route tests that were not included in the above corridor studies, this study developed high level bus priority proposals to ensure all corridors provided ART services with a suitable operating environment but which reflected the constraints of the highway.

To support the ASAM19 assessment of the ten ART route tests the following bus priority information was provided.

- **Bus lanes:** Location, length and set-back length. It was assumed operational hours covered the full length of the modelled periods
- **Junction layouts:** The traffic lane designation at junction stop lines for the existing and proposed road layouts allowing ASAM 19 to account for the potential strategic general traffic capacity impacts of the proposals (Appendix A)
- **Signalised junctions:** A modified method of signal control would provide bus services with 'green wave' adaptive priority on the approach to and through junctions using SVD and appropriate UTC system (e.g. SCOOT, MOVA, Vehicle Attenuation)
- **Traffic gating:** Queue relocation to assist bus service progression along sections of corridor where it was not possible to implement bus lanes
- **Bus stops.** Bus stops spacing was rationalised along the ART routes to reduce the time penalty resulting from vehicle deceleration and acceleration before and after the bus stop

The intention is that this note could be updated as the highways designs along the bus priority corridors develop and with this more detailed description of the bus priority infrastructure achievable along each corridor, support a further testing of the ART network in ASAM19.

⁴ Aberdeen Rapid Transit - Routing Analysis - Report (Stantec, May 2024)

Appendix A: Junction Lane Designation Assessment

Contents

- A956/ A92 (North)
- Beach Boulevard
- A956 (South)
- B9077 and West Tullos Road
- A9013
- A9119
- A944
- A96

A956/ A92 (South)

Junction Number	Location	Direction	Junction Type	EXISTING							PROPOSED							Comments	Drawing Number (1)		
				Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All	Bus Lane	Junction Type	Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All			Bus Lane	
1	Union Street/ Castle Street - King Street	NB Outbound	Signalised	0	0	1	0	1	0	0	0	Signalised	tbc	tbc	tbc	tbc	tbc	tbc	tbc	Cross reference with Beach Boulevard changes - see email from Keith McGillivray	tbc
1	Union Street/ Castle Street - King Street	SB Inbound	Signalised	0	0	1	0	0	0	0	1	Signalised	tbc	tbc	tbc	tbc	tbc	tbc	tbc	Cross reference with Beach Boulevard changes - see email from Keith McGillivray	tbc
2	King Street - West North Street	NB Outbound	Signalised	0	1	0	0	1	0	0	0	Signalised	0	1	0	0	1	0	0	No change but scheme to tie into City Centre masterplan proposals on this side of the junction	60685454-SHT-C-ELLON_GDEE-0008
2	King Street - West North Street	SB Inbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change. SB bus lane set back from junction	
3	King Street - Mounthooly Way - Seaforth Road	NB Outbound	Signalised	0	0	0	0	0	0	1.5	0	Signalised	1	0	0	1	0	0	0	NB bus lane set back from junction	60685454-SHT-C-ELLON_GDEE-0009
3	King Street - Mounthooly Way - Seaforth Road	SB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. SB bus lane set back from junction	
4	King Street - Orchard St - Linksfield Rd	NB Outbound	Signalised	1	0	0	1	0	0	0	0	Signalised	1	0	1	0	0	0	0	Existing NB bus lane set back from junction	60685454-SHT-C-ELLON_GDEE-0010
4	King Street - Orchard St - Linksfield Rd	SB Inbound	Signalised	0	0	0	0	0	0	1	0	Signalised	1	0	0	1	0	0	0	SB bus lane set back from junction	
5	King Street - Regent Walk	NB Outbound	Signalised	1	0	0	1	0	0	0	0	Signalised	1	0	0	1	0	0	0	No change. Existing NB bus lane set back from junction (short)	60685454-SHT-C-ELLON_GDEE-0011
5	King Street - Regent Walk	SB Inbound	Signalised	0	0	0	0	0	0	1	0	Signalised	1	0	0	1	0	0	0	SB bus lane set back from junction (short)	
6	King Street - St Machar Drive	NB Outbound	Roundabout	0	1	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	Roundabout removed. Existing NB bus lane set back from junction	60685454-SHT-C-ELLON_GDEE-0011/12
6	King Street - St Machar Drive	SB Inbound	Roundabout	0	1	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	Roundabout removed. SB bus lane set back from junction	
7	King Street - Don Street	NB Outbound	Signalised	1	0	1	0	0	0	0	0	Signalised	0	1	0	0	0	0	0	2-way cycle track up to junction stop line. MoC uncertain	60685454-SHT-C-ELLON_GDEE-0012
7	King Street - Don Street	SB Inbound	Signalised	0	0	0	1.5	0	0	0	0	Signalised	0	0	0	1	0	0	1	Bus lane up to junction stop line. Right turn into Don Street allowed?	
8	King Street - Lidl	NB Outbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	0	0	0	0	0	2-way cycle track up to junction stop line. MoC uncertain. NB bus lane removed	60685454-SHT-C-ELLON_GDEE-0013
8	King Street - Lidl	SB Inbound	Signalised	0	0	1	1	0	0	0	0	Signalised	0	0	0	1	0	0	1	SB bus lane up to junction stop line. Right turn into Lidl allowed?	
9a/b	King Street - Esplanade	NB Outbound	Signalised	0	0	2	0	0	0	0	0	Signalised	0	0	2	0	0	0	0	2-way cycle track up to junction stop line. NB bus lane removed	60685454-SHT-C-ELLON_GDEE-0013
9a/b	King Street - Esplanade	SB Inbound	Signalised	1	0	1	0	0	0	0	1	Signalised	1	0	1	0	0	0	1	No change. Existing SB bus lane set back from junction but feeds into bus gate at junction stop line	
10	Ellon Road - Balgownie Road - Links Road	NB Outbound	Signalised	0	1	0	1	0	0	0	0	Signalised	0	0	0	0	0	1	0	2-way cycle track up to junction stop line. MoC uncertain. Traffic all red required to accommodate pedestrian crossing facility	60685454-SHT-C-ELLON_GDEE-0014
10	Ellon Road - Balgownie Road - Links Road	SB Inbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	1	0	0	0	0	SB bus lane set back from junction. All red for traffic to accommodate pedestrian crossing facility	
11	Ellon Road - N Donside Rd - King Robert's Way	NB Outbound	Roundabout	1	0	2	0	1	0	0	0	Signalised	1	0	1	1	0	0	0	Roundabout to signalised cross-roads conversion. NB bus lane set back from junction	60685454-SHT-C-ELLON_GDEE-0015
11	Ellon Road - N Donside Rd - King Robert's Way	SB Inbound	Roundabout	0	1	1	1	0	0	0	0	Signalised	1	0	1	1	0	0	0	Roundabout to signalised cross-roads conversion. SB bus lane set back from junction	
12	Ellon Road - The Parkway	NB Outbound	Roundabout	0	1	0	1	0	0	0	0	Signalised	1	0	2	1	0	0	0	NB bus lane set back from junction. If ART services turn right into Parkway East buses in the bus lane would need to move across 2 ahead traffic lanes to access the right turn.	60685454-SHT-C-ELLON_GDEE-0016
12	Ellon Road - The Parkway	SB Inbound	Roundabout	1	0	1	1	0	0	0	1	Signalised	1	0	2	0	1	0	1	SB bus lane set back from junction but feeds into bus gate at junction stop line	
13	Parkway East - Exhibition Avenue	NB Outbound	Roundabout	1	0	1	1	0	0	0	0	Roundabout	1	0	1	1	0	0	0	No change. Assumes access to P&R site does not change	tbc
13	Parkway East - Exhibition Avenue	SB Inbound	Roundabout	0	0	0	0	0	0	1.5	0	Roundabout	0	0	0	0	0	1.5	0	No change. Assumes access to P&R site does not change	
14	Ellon Road - B999 - Berryhill Crescent	NB Outbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change	tbc
14	Ellon Road - B999 - Berryhill Crescent	SB Inbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change	
15	A92 - A90 (Blackdog Roundabout)	NB Outbound	Roundabout	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Roundabout	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No change	tbc
15	A92 - A90 (Blackdog Roundabout)	SB Inbound	Roundabout	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Roundabout	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No change	

Notes
1 Drawings can be found in 'Aecom - Ellon P&R-Garthdee Detailed Appraisal (Appendix C)

Beach Boulevard

Junction Number	Location	Direction	Junction Type	EXISTING							PROPOSED							Comments	Drawing Number (1)		
				Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All	Bus Lane	Junction Type	Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All			Bus Lane	
1	Union Street/ Castle Street - King Street	NB Outbound	Signalised	0	0	1	0	1	0	0	0	Signalised	tbc	tbc	tbc	tbc	tbc	tbc	tbc	Cross reference with Beach Boulevard changes - see email	tbc
1	Union Street/ Castle Street - King Street	SB Inbound	Signalised	0	0	1	0	0	0	0	1	Signalised	tbc	tbc	tbc	tbc	tbc	tbc	tbc	from Keith McGillivray at Systra	tbc
2	King Street - West North Street	NB Outbound	Signalised	0	1	0	0	1	0	0	0	Signalised	0	1	0	0	1	0	0	No change	tbc
2	King Street - West North Street	SB Inbound	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Inbound or SB ART services do not use this junction	tbc
3	Castle Street - Justice Street	NB Outbound	No Junction	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Bus Gate	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Outbound or NB ART services do not use this junction	tbc
3	Castle Street - Justice Street	SB Inbound	No Junction	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Bus Gate	0	0	0	0	0	0	1	No change	tbc
4	West North Street - Beach Boulevard - Justice Street	NB Outbound	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change. Outbound ART services only	tbc
4	West North Street - Beach Boulevard - Justice Street	SB Inbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change. Inbound ART services only	tbc
5	Beach Boulevard - Links Road	NB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change	tbc
5	Beach Boulevard - Links Road	SB Inbound	Signalised	0	1	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	No change	tbc
6	Links Road - Urquhart Road	NB Outbound	Signalised	0	0	1	1	0	0	0	0	Signalised	0	0	1	1	0	0	0	No change	tbc
6	Links Road - Urquhart Road	SB Inbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	1	0	0	0	0	No change	tbc
7	Links Road - Esplanade	NB Outbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change	tbc
7	Links Road - Esplanade	SB Inbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change	tbc

Notes

- 1 To be confirmed by City Centre and Beachfront Masterplan

A956 (South)

Junction Number	Location	Direction	Junction Type	EXISTING							PROPOSED							Comments	Drawing Number (1)		
				Left only	Ahead + Left	Ahead	Ahead + Right	Right Only	All	Bus Lane	Junction Type	Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All			Bus Lane	
1	Market Street - Union Street	SB Outbound	Signalised	1	0	0	0	0	0	0	1	Signalised	1	0	0	0	0	0	1	No change. Need to track an ART vehicle turning left from the nearside lane.	tbc
1	Market Street - Union Street	NB Inbound	Signalised	1	0	0	0	1	0	0	0	Signalised	1	0	0	0	1	0	0	No change	tbc
2	Market Street - Guild Street	SB Outbound	Signalised	0	1	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	No change	tbc
2	Market Street - Guild Street	NB Inbound	Signalised	1	0	0	1	1	0	0	0	Signalised	1	0	0	1	1	0	0	No change	tbc
3	Market Street - Bus Station	SB Outbound	Signalised	0	0	2	0	1	0	0	0	Signalised	0	0	2	0	1	0	0	No change	tbc
3	Market Street - Bus Station	NB Inbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	1	0	0	0	0	No change	tbc
4	Market Street - Commercial Quay	SB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change	tbc
4	Market Street - Commercial Quay	NB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change	tbc
5	Market Street - Palmerston Road	SB Outbound	Signalised	0	0	2	0	0	0	0	0	Signalised	0	0	2	0	0	0	0	No change	tbc
5	Market Street - Palmerston Road	NB Inbound	Signalised	0	0	2	0	0	0	0	0	Signalised	0	0	2	0	0	0	0	No change	tbc
6	Market Street - Albert Quay	SB Outbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	1	0	0	0	0	No change	tbc
6	Market Street - Albert Quay	NB Inbound	Signalised	0	0	2	0	1	0	0	0	Signalised	0	0	2	0	1	0	0	No change	tbc
7	N Esplanade W/E - Market Street - Victoria Road	SB Outbound	Signalised	0	1	0	0	2	0	0	0	Signalised	0	1	0	0	2	0	0	No change	tbc
7	N Esplanade W/E - Market Street - Victoria Road	NB Inbound	Signalised	1	0	2	0	1	0	0	0	Signalised	1	0	2	0	1	0	0	No change	tbc
8	Victoria Road - Menzies Road	SB Outbound	Signalised	0	0	1	0	1	0	0	0	Signalised	0	0	1	0	1	0	0	No change. Potential delay point for buses. Bus priority measures tbc. Potential for southbound ART services to use S Esplanade West	tbc
8	Victoria Road - Menzies Road	NB Inbound	Signalised	0	0	0	0	0	0	0	1	Signalised	0	0	0	0	0	0	1	No change. NB contra-flow bus lane up to junction stop line	tbc
9	Wellington Road - Bridge - Craig Place/ Menzies Road	SB Outbound	Roundabout	1	0	0	0	1	0	0	0	Roundabout	1	0	0	0	1	0	0	No change. Potential for bus delay on approach to the roundabout. Menzies Road too narrow for a bus lane a SB bus lane	60597273-MOD-C-MMTT-001
9	Wellington Road - Bridge - Craig Place/ Menzies Road	NB Inbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. NB bus lane proposed set-back from junction	60597273-MOD-C-MMTT-001
10	Wellington Road - Balnagask Road	SB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. SB bus lane proposed (requiring road widening) with short set-back from the junction	60597273-MOD-C-MMTT-001/ 002
10	Wellington Road - Balnagask Road	NB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. NB bus lane proposed (using existing road space) with a long set back from the junction to maximise stacking capacity.	60597273-MOD-C-MMTT-002
11	Wellington Road - Abbotswell Road	SB Outbound	Signalised	0	0	1	1	0	0	0	0	Signalised	0	0	1	1	0	0	0	No change. SB bus lane proposed (using existing road space) up to junction stop line with break to accommodate Girdleness Road	60597273-MOD-C-MMTT-002
11	Wellington Road - Abbotswell Road	NB Inbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	1	0	0	0	0	No change. NB bus lane proposed (using existing road space) set-back from the junction	60597273-MOD-C-MMTT-002
12	Wellington Road - Greenbank Road	SB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. SB bus lane proposed (using existing road space) set-back from the junction	60597273-MOD-C-MMTT-003
12	Wellington Road - Greenbank Road	NB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. NB bus lane proposed (using existing road space) set-back from the junction.	60597273-MOD-C-MMTT-003
13	Wellington Road - Craigshaw Drive - Altens Farm Road	SB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. SB bus lane proposed (using existing road space) set-back from the junction	60597273-MOD-C-MMTT-003
13	Wellington Road - Craigshaw Drive - Altens Farm Road	NB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. NB bus lane (using existing road space) set-back from the junction	60597273-MOD-C-MMTT-004
14	Wellington Road - West Tullos Road - Hareness Road	SB Outbound	Roundabout	1	0	1	1	0	0	0	0	Roundabout	1	0	1	1	0	0	0	No change. SB bus lane proposed (using existing road space) set-back from the junction	60597273-MOD-C-MMTT-004
14	Wellington Road - West Tullos Road - Hareness Road	NB Inbound	Roundabout	1	0	1	1	0	0	0	0	Roundabout	1	0	1	1	0	0	0	No change. NB bus and freight lane proposed by Sweco (using existing road space) set-back from the junction. All pedestrian crossings at the roundabout will be signalised.	60597273-MOD-C-MMTT-005/ 006
15	Wellington Road - Souter Head Road	SB Outbound	Roundabout	1	0	1	1	0	0	0	0	Roundabout	1	0	1	1	0	0	0	No change. SB bus lane proposed (using existing road space) set-back from the junction. All pedestrian crossings at the roundabout will be signalised under the Sweco proposals	60597273-MOD-C-MMTT-005/ 006
15	Wellington Road - Souter Head Road	NB Inbound	Roundabout	0	1	1	0	1	0	0	0	Roundabout	0	1	1	0	1	0	0	No change. NB bus and freight lane proposed by Sweco set-back from the junction. All pedestrian crossings at the roundabout will be signalised.	
16	Wellington Road - Charleston Road N - Wellington Circle	SB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. Potential bus lane (using existing road space) set-back from the junction. Not part of the Aecom A92 study	
16	Wellington Road - Charleston Road N - Wellington Circle	NB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. Potential bus lane (using existing road space) set-back from the junction. Not part of the Aecom A92 study	
17	Wellington Road - A956	SB Outbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	1	0	0	0	0	No change	
17	Wellington Road - A956	NB Inbound	Signalised	1	0	0	0	1	0	0	0	Signalised	1	0	0	0	1	0	0	No change	
18	Wellington Road - Gateway Drive	SB Outbound	Roundabout	0	0	1	0	0	0	0	0	Roundabout	0	0	1	0	0	0	0	No change. Potential bus lane (requiring road widening) set-back from junction. Not part of the Aecom A92 study	
18	Wellington Road - Gateway Drive	NB Inbound	Roundabout	0	0	1	0	0	0	0	0	Roundabout	0	0	1	0	0	0	0	No change. Potential bus lane (requiring road widening) set-back from junction. Not part of the Aecom A92 study	
19	Wellington Road - Old Stonehaven Road	SB Outbound	Roundabout	1	0	0	1	0	0	0	0	Roundabout	1	0	0	1	0	0	0	No change	
19	Wellington Road - Old Stonehaven Road	NB Inbound	Roundabout	1	0	0	1	0	0	0	0	Roundabout	1	0	0	1	0	0	0	No change	
20a	Findon Junction (Old Stonehaven Road - Redmoss Road)	SB Outbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change. Potential for bus service delay given the single lane approach to the roundabout.	
20a	Findon Junction (Old Stonehaven Road - Redmoss Road)	NB Inbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change. Potential for bus service delay given the single lane approach to the roundabout.	
20b	Findon Junction	WB Outbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change	
20b	Findon Junction	NB Inbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change	

- Notes
- 1 Drawings can be found in 'Aecom - A92 Wellington Preliminary Appraisal (Appendix A)'
 - 2 Proposals for the Souterhead and Hareness roundabouts taken from the Sweco DMRB Stage 2 report (Option K)

B9077 and West Tullos Road

Junction Number	Location	Direction	Junction Type	EXISTING							Bus Lane	Junction Type	PROPOSED							Comments	Drawing Number (1)
				Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All	Left only			Left + Ahead	Ahead	Ahead + Right	Right Only	All	Bus Lane			
1	Holborn Street - Fonthill Road - Great Southern Road (B9077)	SB Outbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. SB bus lane set back from junction	60685454-SHT-C-
1	Holborn Street - Fonthill Road - Great Southern Road (B9077)	NB Inbound	Roundabout	1	0	0	1	0	0	0	0	Roundabout	1	0	0	1	0	0	0	No change. NB bus lane set back from junction	ELLON_GDEE-0007
2	Great Southern Road (B9077) - Whinhill Road	SB Outbound	Roundabout	1	0	1	0	0	0	0	0	Roundabout	1	0	1	0	0	0	0	No change. SB bus lane set back from junction	tbc
2	Great Southern Road (B9077) - Whinhill Road	NB Inbound	Roundabout	1	0	1	0	0	0	0	0	Roundabout	1	0	1	0	0	0	0	No change. NB bus lane set back from junction	tbc
3	Great Southern Road (B9077) - Riverside Drive	SB Outbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. SB bus lane set back from junction	tbc
3	Great Southern Road (B9077) - Riverside Drive	NB Inbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. NB No bus lane proposed for the bridge	tbc
4	Great Southern Road (B9077) - West Tullos Road - Provost Watt Drive	SB Outbound	Roundabout	1	0	1	1	0	0	0	0	Roundabout	1	0	1	1	0	0	0	No change. SB No bus lane proposed for the bridge	tbc
4	Great Southern Road (B9077) - West Tullos Road - Provost Watt Drive	NB Inbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. NB bus lane set back from junction	tbc
5	West Tullos Road - Abbotswell Road	SB Outbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. SB bus lane set back from junction	tbc
5	West Tullos Road - Abbotswell Road	NB Inbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. NB bus lane set back from junction	tbc
6	West Tullos Road - Wellington Road - Hareness Road	SB Outbound	Roundabout	0	1	0	1	1	0	0	0	Roundabout	0	1	0	1	1	0	0	No change. SB bus lane set back from junction	tbc
6	West Tullos Road - Wellington Road - Hareness Road	NB Inbound	Roundabout	1	0	1	1	0	0	0	0	Roundabout	1	0	1	1	0	0	0	No change. NB bus and freight lane set back from junction	tbc

Notes

- 1 Drawings can be found in the 'Aecom - Ellon P&R-Garthdee Detailed Appraisal (Appendix C)

A9013

Junction Number	Location	Direction	Junction Type	EXISTING							PROPOSED							Comments	Drawing Number (1)		
				Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All	Bus Lane	Junction Type	Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All			Bus Lane	
1	Union Street - Union Terrace	SB Outbound	Signalised	1	0	1	0	1	0	0	0	Signalised	1	0	1	0	1	0	0	Assume Union Street Sfp scheme has been removed	tbc
1	Union Street - Union Terrace	NB Inbound	Signalised	1	0	1	0	1	0	0	0	Signalised	1	0	1	0	1	0	0		
2	Union Street - Silver Street/ Crown Street	SB Outbound	Signalised	1	0	1	0	1	0	0	0	Signalised	1	0	1	0	1	0	0	No change. Check against City Centre masterplan	tbc
2	Union Street - Silver Street/ Crown Street	NB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0		
3	Union Street - Union Row/ Bon-Accord Street	SB Outbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change. Check against City Centre masterplan	tbc
3	Union Street - Union Row/ Bon-Accord Street	NB Inbound	Signalised	0	0	1	0	1	0	0	1	Signalised	0	0	1	0	1	0	1		
4	Union Street - Chapel Street	SB Outbound	Signalised	0	0	1	0	0	0	0	1	Signalised	0	0	1	0	0	0	1	No change. Check against City Centre masterplan	tbc
4	Union Street - Chapel Street	NB Inbound	Signalised	0	0	1	0	0	0	0	1	Signalised	0	0	1	0	0	0	1		
5	Union Street - Rose Street	SB Outbound	Signalised	0	0	2	0	1	0	0	0	Signalised	0	0	2	0	1	0	0	No change. Check against City Centre masterplan	tbc
5	Union Street - Rose Street	NB Inbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0		
6	Union Street - Alford Place	SB Outbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change. Check against City Centre masterplan	60685454-SHT-C-
6	Union Street - Alford Place	NB Inbound	Signalised	0	1	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	1	NB bus lane set back from junction	ELLON_GDEE-0008
7	Holborn Street - Great Western Road	SB Outbound	Signalised	0	1	0	1	0	0	0	0	Signalised	1	0	0	1	0	0	0	SB bus lane set back from junction	60685454-SHT-C-
7	Holborn Street - Great Western Road	NB Inbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	0	1	0	0	0	Existing NB bus set back from junction	ELLON_GDEE-0007
8	Holborn Street - Fonthill Road - Great Southern Road	SB Outbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. Bus lane set back from junction	60685454-SHT-C-
8	Holborn Street - Fonthill Road - Great Southern Road	NB Inbound	Roundabout	0	0	1	1	0	0	0	0	Roundabout	1	0	0	1	0	0	0	New NB bus lane to bypass roundabout	ELLON_GDEE-0007
9	Holborn Street - Broomhill Road - Holburn Road	SB Outbound	Roundabout	1	0	0	1	0	0	0	0	Signalised	0	0	1	0	1	0	0	Roundabout removal and replaced with a signal controlled	60685454-SHT-C-
9	Holborn Street - Broomhill Road - Holburn Road	NB Inbound	Roundabout	0	1	0	0	1	0	0	0	Signalised	1	0	1	0	0	0	0	junction with controlled pedestrian crossings on all arms	ELLON_GDEE-0006
10	Holborn Street - Garthdee	SB Outbound	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change. Existing SB bus lane set back from junction	60685454-SHT-C-
10	Holborn Street - Garthdee	NB Inbound	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change	ELLON_GDEE-0004
11	Garthdee Road - ASDA access	SB Outbound	Roundabout	0	0	1	0	1	0	0	0	Roundabout	0	0	1	0	1	0	0	No change	60685454-SHT-C-
11	Garthdee Road - ASDA access	NB Inbound	Roundabout	0	1	1	0	0	0	0	0	Roundabout	0	1	1	0	0	0	0	No change	ELLON_GDEE-0003
12	Garthdee Road - B&Q access	SB Outbound	Roundabout	1	0	1	0	0	0	0	0	Roundabout	0	0	0	0	0	1	0	The 2-way cycle track on the eastern side of road reduced	60685454-SHT-C-
12	Garthdee Road - B&Q access	NB Inbound	Roundabout	0	0	1	0	1	0	0	0	Roundabout	0	0	0	0	0	1	0	the approach to a single lane on each approach	ELLON_GDEE-0003
13	Garthdee Road - David Lloyd access	SB Outbound	Signalised	0	1	0	0	0	0	0	0	Signalised	0	1	0	0	0	0	0	No change	60685454-SHT-C-
13	Garthdee Road - David Lloyd access	NB Inbound	Signalised	0	0	1	0	1	0	0	0	Signalised	0	0	0	1	0	0	0	The 2-way cycle track on the southern side of the road reduced the NB approach to a single lane	ELLON_GDEE-0002
14	Garthdee Road - Scott Cassie Circuit	WB Outbound	Signalised	0	1	0	0	0	0	0	0	Signalised	0	1	0	0	0	0	0	No change	60685454-SHT-C-
14	Garthdee Road - Scott Cassie Circuit	EB Inbound	Signalised	0	0	1	0	1	0	0	0	Signalised	0	0	0	1	0	0	0	The 2-way cycle track on the southern side of the road reduced the EB approach to a single lane	ELLON_GDEE-0002
15	Garthdee Road - Riverside East	WB Outbound	Signalised	0	1	0	0	0	0	0	0	Signalised	0	1	0	0	0	0	0	No change. The priority right turn pocket is removed	60685454-SHT-C-
15	Garthdee Road - Riverside East	EB Inbound	Signalised	0	0	1	0	1	0	0	0	Signalised	0	0	0	1	0	0	0	The 2-way cycle track on the southern side of the road reduced the EB approach to a single lane	ELLON_GDEE-0001
16	Garthdee Road - Auchinyell Road	WB Outbound	Priority	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Priority	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No change. End of ART route	60685454-SHT-C-
16	Garthdee Road - Auchinyell Road	EB Inbound	Priority	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Priority	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No change. End of ART route	ELLON_GDEE-0001

Notes

1 Drawings can be found in the 'Aecom - Ellon P&R-Garthdee Detailed Appraisal (Appendix C)'

A9119

Junction Number	Location	Direction	Junction Type	EXISTING							PROPOSED							Comments	Drawing Number (1)		
				Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All	Bus Lane	Junction Type	Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All			Bus Lane	
1	Union Street - Alford Place	WB	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change. Check against City Centre masterplan	Note 1
1	Union Street - Alford Place	EB	Signalised	0	0	1	1	0	0	0	0	Signalised	0	0	1	1	0	0	0	No change. EB bus lane proposed set back from junction	Note 1
2	Albyn Place - Queen's Road (Queen's Cross)	WB	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change. WB bus lane set back from roundabout	Note 1
2	Albyn Place - Queen's Road (Queen's Cross)	EB	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change. EB bus lane set back from roundabout	Note 1
3	Queen's Road - Forest Road - Forest Avenue (Queen's Gate)	WB	Roundabout	0	0	0	0	0	0	1	0	Signalised	0	1	0	0	1	0	0	WB bus lane set back from new signalised junction	Note 1
3	Queen's Road - Forest Road - Forest Avenue (Queen's Gate)	EB	Roundabout	0	0	0	0	0	0	1	0	Signalised	0	1	0	0	1	0	0	EB bus lane set back from new signalised junction	Note 1
4	Queen's Road - Anderson Drive	WB	Roundabout	0	1	0	1	0	0	0	0	Signalised	0	1	0	0	1	0	0	WB bus lane set back from new signalised junction	Note 1
4	Queen's Road - Anderson Drive	EB	Roundabout	0	1	1	0	1	0	0	0	Signalised	0	1	0	0	1	0	0	Existing EB bus lane set back from new signalised junction	Note 1
5	Queen's Road - Queen's Parade	WB	Signalised	0	1	0	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	Increased to two lanes with 'left only' except buses	Note 1
5	Queen's Road - Queen's Parade	EB	Signalised	0	0	0	1	0	0	0	1	Signalised	0	0	0	1	0	0	1	No change	Note 1
6	Queen's Road - Hill of Rubislaw	WB	Signalised	0	0	1	0	1	0	0	0	Signalised	0	0	1	0	1	0	0	No change. WB bus lane set back from junction	Note 1
6	Queen's Road - Hill of Rubislaw	EB	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	Left turn except buses to facilitate access to bus stop	Note 1
7	Queen's Road - Springfield Road	WB	Signalised	0	0	0	0	0	0	1	0	Signalised	0	0	0	0	0	1	0	No change. WB bus lane set back from junction	Note 1
7	Queen's Road - Springfield Road	EB	Signalised	0	0	1	0	1	0	0	0	Signalised	0	0	1	0	1	0	0	No change. EB bus lane set back from junction	Note 1
8	Queen's Road - Kings Gate	WB	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change. WB bus lane set back from junction	Note 1
8	Queen's Road - Kings Gate	EB	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change. Existing EB bus lane set back from junction	Note 1
9	Queens Road - Provost Graham Avenue	WB	Signalised	0	0	0	0	0	0	1	0	Signalised	0	0	0	0	0	1	0	No change	Note 1
9	Queens Road - Provost Graham Avenue	EB	Signalised	0	0	0	0	0	0	1	0	Signalised	0	0	0	0	0	1	0	No change	Note 1
10	Queen's Road - Groats Road - Skene Road	WB	Signalised	0	0	0	0	0	0	1	0	Signalised	0	0	0	0	0	1	0	No change. WB bus lane set back from junction	Note 1
10	Queen's Road - Groats Road - Skene Road	EB	Signalised	0	0	0	0	0	0	1	0	Signalised	0	0	0	0	0	1	0	No change. EB existing bus lane set back from junction	Note 1
11	Skene Road - Cemetery Access	WB	Signalised	0	0	0	0	0	0	1	0	Signalised	0	0	0	0	0	1	0	No change	Note 1
11	Skene Road - Cemetery Access	EB	Signalised	0	0	1	0	1	0	0	0	Signalised	0	0	1	0	1	0	0	No change	Note 1
12	Skene Road - Lang Stracht - A944 (Jessiefield Roundabout)	WB	Roundabout	0	0	1	1	0	0	0	0	Roundabout	0	0	0	1	0	0	1	Bypass lane converted to a bus lane	Note 1
12	Skene Road - Lang Stracht - A944 (Jessiefield Roundabout)	EB	Roundabout	1	0	1	0	0	0	0	0	Roundabout	1	0	1	0	0	0	0	WB bus lane set back from roundabout	Note 1

Notes

- 1 Concept designs can be found in 'Stantec - A944/ A9119 Detailed Appraisal Concept Design (Appendix A - Corridor III)'
- 1 These designs show only concept layouts for links produced as part of the A944/ A9119 STAG Detailed Appraisal. Junction layouts to be confirmed at the next Design (Outline) stage.

A944

Junction Number	Location	Direction	Junction Type	EXISTING							PROPOSED							Comments	Drawing Number (1)		
				Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All	Bus Lane	Junction Type	Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All			Bus Lane	
1	Market Street - Union Street	SB Outbound	Signalised	1	0	0	0	0	0	0	1	Signalised	1	0	0	0	0	0	1	No change. Need to track an ART vehicle turning left from the nearside lane.	tbc
1	Market Street - Union Street	NB Inbound	Signalised	0	0	0	0	1	0	0	0	Signalised	1	0	0	0	1	0	0	No change	
2	Market Street - Guild Street	SB Outbound	Signalised	1	0	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	No change	tbc
2	Market Street - Guild Street	EB Inbound	Signalised	0	1	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	No change	
3	Guild Street - Carmelite Street	WB Outbound	Signalised	1	0	2	0	0	0	0	0	Signalised	1	0	2	0	0	0	0	No change	tbc
3	Guild Street - Carmelite Street	EB Inbound	Signalised	2	0	0	1	1	0	0	0	Signalised	2	0	0	1	1	0	0	No change	
4	Guild Street - College Street	WB Outbound	Signalised	1	0	2	0	0	0	0	0	Signalised	1	0	2	0	0	0	0	No change	tbc
4	Guild Street - College Street	EB n/a	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	Not used for Inbound direction		
5	College Street - Bridge Street - Wapping Street	NB Outbound	Signalised	0	0	1	0	2	0	0	0	Signalised	0	0	1	0	2	0	0	No change	tbc
5	College Street - Bridge Street - Wapping Street	SB Inbound	Signalised	2	0	0	0	0	0	0	0	Signalised	2	0	0	0	0	0	0	No change	
6	Denburn Road - Wapping Street	WB n/a	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	Not used for outbound direction. No change	tbc	
6	Denburn Road - Wapping Street	EB Inbound	Signalised	1	1	1	0	0	0	0	0	Signalised	1	1	1	0	0	0	1	No change	
7	Bridge Street - Union Street - Union Terrace	NB Outbound	Signalised	0	1	0	0	0	0	0	1	Signalised	0	1	0	0	0	0	1	No change but lane widths will need to widened to accommodate ART and local bus services.	tbc
7	Bridge Street - Union Street - Union Terrace	SB Inbound	Signalised	0	1	0	0	1	0	0	0	Signalised	0	1	0	0	1	0	0	No change	
8	Union Terrace - Rosemount Viaduct	NB Outbound	Signalised	0	0	0	0	0	1	0	0	Signalised	0	0	0	0	0	1	0	No change	tbc
8	Union Terrace - Rosemount Viaduct	WB Inbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change	
9	Blackfriars Street - Schoolhill - Rosemount Viaduct	EB Outbound	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Not used for the outbound direction	tbc
9	Blackfriars Street - Schoolhill - Rosemount Viaduct	SB Inbound	Signalised	0	0	0	0	0	1	0	0	Signalised	0	0	0	0	0	1	0	No change	
10	Rosemount Viaduct - Skene Street	NB Outbound	Signalised	1	0	1	0	0	0	0	0	Signalised	0	1	0	0	1	0	0	Right turn into Skene Street currently banned so this will need to be removed to accommodate outbound ART services	tbc
10	Rosemount Viaduct - Skene Street	WB Inbound	Signalised	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Signalised	n/s	n/s	n/s	n/s	n/s	n/s	n/s	Not used in the inbound direction	
11	Denburn Road - Woolmanhill - Gilcomston Steps	NB Outbound	Roundabout	1	0	0	0	1	0	0	0	Roundabout	1	0	0	0	1	0	0	No change	Note 1
11	Denburn Road - Woolmanhill - Gilcomston Steps	SB Inbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. SB Bus lane set back from junction	
12	Skene Square - Maberly Street - Rosemount Place	NB Outbound	Roundabout	0	1	0	0	1	0	0	0	Signalised	0	1	1	0	0	0	0	BCIP scheme. Right turn removed	Note 1
12	Skene Square - Maberly Street - Rosemount Place	SB Inbound	Roundabout	0	1	0	1	0	0	0	0	Signalised	0	1	1	0	0	0	0	BCIP scheme with SB bus lane set back from junction	
13	Caroline Place - Hutcheon Street - Westburn Road	NB Outbound	Signalised	0	0	1	0	1	0	0	0	Signalised	0	1	0	0	1	0	0	Modified BCIP scheme. Buses only on Rosemount Terrace	Note 1
13	Caroline Place - Hutcheon Street - Westburn Road	SB Inbound	Signalised	0	0	0	0	0	1	0	0	Signalised	tbc	tbc	tbc	tbc	tbc	tbc	tbc	Modified BCIP scheme. Buses only on Rosemount Terrace	
14	Westburn Road - Cornhill Road - Watson Street	WB Outbound	Signalised	0	0	0	0	0	1	0	0	Signalised	0	0	0	1	0	0	0	Watson Street closed to motor traffic/ no left turn	Note 2
14	Westburn Road - Cornhill Road - Watson Street	EB Inbound	Signalised	0	1	0	0	1	0	0	0	Signalised	0	1	1	0	0	0	0	Watson Street closed to motor traffic/ no right turn	
14	Westburn Road - Argyll Crescent - Argyll Place	WB Outbound	Signalised	0	1	0	0	1	0	0	0	Signalised	0	1	0	0	1	0	0	No proposed change	Note 2
15	Westburn Road - Argyll Crescent - Argyll Place	EB Inbound	Signalised	0	1	0	0	0	0	0	0	Signalised	0	1	0	0	0	0	0	No proposed change. Assumes no proposed bus re-routing	
16	Westburn Road - Foresthill Road - Raeden Park Road	WB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	1	0	1	0	1	0	0	Bus lane to stop line with 'hold the left'	Note 2
16	Westburn Road - Foresthill Road - Raeden Park Road	EB Inbound	Signalised	1	0	1	0	1	0	0	0	Signalised	1	0	1	0	1	0	0	Bus lane to stop line with 'hold the left'	
17	Westburn Road - North Anderson Drive - Lang Stracht	WB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	1	0	2	0	1	0	1	Bus lane to stop line with 'hold the left'	Note 2
17	Westburn Road - North Anderson Drive - Lang Stracht	EB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	1	0	2	0	1	0	1	Bus lane to stop line with 'hold the left'	
18	Lang Stracht - Mastrick Drive - Summerhill Road	WB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	1	0	1	0	1	0	1	Bus lane to stop line with 'hold the left'	Note 2
18	Lang Stracht - Mastrick Drive - Summerhill Road	EB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	1	0	1	0	1	0	1	Bus lane to stop line with 'hold the left'	
19	Lang Stracht - Stronsay Drive	WB Outbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change. Bus lane set back from junction	Note 2
19	Lang Stracht - Stronsay Drive	EB Inbound	Signalised	0	0	1	1	0	0	0	0	Signalised	0	0	1	0	1	0	1	EB bus lane to stop line with additional lane required for right tur	
20	Lang Stracht - Fernhill Drive	WB Outbound	Signalised	0	0	1	1	0	0	0	0	Signalised	0	0	1	0	0	0	1	WB bus lane to stop line with banned right turn	Note 2
20	Lang Stracht - Fernhill Drive	EB Inbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	1	0	0	0	0	160224 - Allow right turn for buses only (see email from Elaine 140224)	
21	Lang Stracht - Springhill Road	WB Outbound	Signalised	0	0	2	0	1	0	0	0	Signalised	0	0	2	0	1	0	0	No change. WB bus lane set back from junction. Longer right turn flare	Note 2
21	Lang Stracht - Springhill Road	EB Inbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change. EB bus lane set back from junction. Split ahead and left turn, new MOC	
22	Lang Stracht - Rousay Drive	WB Outbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	Bus lane becomes left turn except buses/ bus lane on exit	Note 2
22	Lang Stracht - Rousay Drive	EB Inbound	Signalised	0	0	1	1	0	0	0	0	Signalised	0	0	1	0	1	0	1	Bus lane to stop line	
23	Lang Stracht - Skye Road	WB Outbound	Signalised	0	0	1	0	1	0	0	0	Signalised	1	0	0	0	1	0	1	Bus lane to stop line requiring additional lane for right turn	Note 2
23	Lang Stracht - Skye Road	EB Inbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	1	Bus lane to stop line with 'hold the left'	
24	Lang Stracht - Maidencraig Drive	WB Outbound	Signalised	1	0	0	1	0	0	0	0	Signalised	1	0	0	1	0	0	0	No change. Bus lane becomes left turn except buses/ bus lane on exit	Note 2
24	Lang Stracht - Maidencraig Drive	EB Inbound	Signalised	1	0	0	1	0	0	0	0	Signalised	1	0	1	0	1	0	1	Bus lane to stop line with 'hold the left'	
25	Lang Stracht - Old Lang Stracht	WB Outbound	Signalised	0	0	0	0	1	0	0	0	Signalised	0	0	0	0	1	0	0	No change	Note 2
25	Lang Stracht - Old Lang Stracht	EB Inbound	Signalised	1	0	0	0	0	0	0	0	Signalised	1	0	0	0	0	0	0	No change	
26	Skene Road - Lang Stracht - A944 (Jessiefield Roundabout)	WB Outbound	Roundabout	1	0	0	0	1	0	0	0	Roundabout	1	0	0	0	1	0	0	No change	Note 2
26	Skene Road - Lang Stracht - A944 (Jessiefield Roundabout)	EB Inbound	Roundabout	1	0	0	1	0	0	0	0	Roundabout	1	0	0	1	0	0	0	No change. EB bus lane set back from junction	
27	A944 - Fairley Road	WB Outbound	Roundabout	0	1	1	1	0	0	0	0	Roundabout	0	1	1	1	0	0	0	No change. WB bus lane set back from junction with bus advance area	Note 3
27	A944 - Fairley Road	WB Inbound	Roundabout	0	1	1	1	0	0	0	0	Roundabout	0	1	1	1	0	0	0	No change. EB bus lane set back from junction	
28	A944 - Kingswells Causeway	WB Outbound	Signalised	0	0	2	0	2	0	0	0	Signalised	0	0	2	0	2	0	0	No change	Note 3
28	A944 - Kingswells Causeway	EB Inbound	Signalised	1	0	2	0	0	0	0	0	Signalised	1	0	2	0	0	0	0	No change. EB bus lane set back from junction	
29	A944 - AWPR (A90)	WB Outbound	Signalised	0	1	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	No change. WB bus lane set back from junction	Note 3
29	A944 - AWPR (A90)	EB Inbound	Signalised	0	1	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	No change. EB bus lane set back from junction	
30	A944 - B9119	WB Outbound	Signalised	1	0	1	1	0	0	0	0	Signalised	1	0	1	1	0	0	0	No change	Note 3
30	A944 - B9120	EB Inbound	Signalised	0	0	0	1	0	0	0	0	Signalised	0	0	0	1	0	0	0	No change	
31	A944 - Westhill Drive - Straik Road	WB Outbound	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change	Note 3
31	A944 - Westhill Drive - Straik Road	EB Inbound	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change	
32	Straik Road - Enterprise Drive	WB Outbound	Priority	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Priority	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No change. End of ART route	
32	Straik Road - Enterprise Drive	EB Inbound	Priority	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Priority	n/a	n/a	n/a	n/a	n/a	n/a	n/a	No change. End of ART route	

Notes

- 1 Concept designs can be found in 'Stantec - A944 Detailed Appraisal Concept Design (Appendix C - Corridor II - Variants)'
- 2 Concept designs can be found in 'Stantec - A944 Detailed Appraisal Concept Design (Appendix A - Corridor II)'
- 3 Concept designs can be found in 'Stantec - A944 Detailed Appraisal Concept Design (Appendix A - Corridor I)'
- 1-3 These designs show only concept layouts for links produced as part of the A944/ A9119 STAG Detailed Appraisal. Junction layouts to be confirmed at the next Design (Outline) stage.

A96

Junction Number	Location	Direction	Junction Type	EXISTING							Bus Lane	Junction Type	PROPOSED							Comments	Drawing Number (1)
				Left only	Left + Ahead	Ahead	Ahead + Right	Right Only	All	Left only			Left + Ahead	Ahead	Ahead + Right	Right Only	All	Bus Lane			
1	Union Street - Broad Street	EB Outbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change. Check City Centre masterplan	tbc
1	Union Street - Broad Street	SB Inbound	Signalised	0	0	0	0	0	1	0	0	Signalised	0	0	0	0	0	1	0	No change. Check City Centre masterplan	tbc
2	Broad Street - Upper Kirkgate - Gallowgate	NB Outbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change. Bus gate to south of junction retained	tbc
2	Broad Street - Upper Kirkgate - Gallowgate	SB Inbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change. Bus gate to south of junction retained	tbc
3	Gallowgate - Berry Street	NB Outbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change	tbc
3	Gallowgate - Berry Street	SB Inbound	Signalised	0	0	0	0	0	1	0	0	Signalised	0	0	0	0	0	1	0	No change	tbc
4	Gallowgate - Causewayend (Mounthooly r/a)	NB Outbound	Roundabout	1	0	0	1	0	0	0	0	Roundabout	1	0	0	1	0	0	0	No change. Exit to r/a bus and local access only	tbc
4	Gallowgate - Causewayend (Mounthooly r/a)	SB Inbound	Roundabout	0	1	0	0	1	0	0	0	Roundabout	0	1	0	0	1	0	0	No change. SB bus lane set back from junction	332610452-STN-HGN-XX-DR-H-5522-BCEF
5	Causewayend - Fraser Place - Powis Place	NB Outbound	Signalised	0	0	2	0	1	0	0	0	Signalised	1	0	0	1	0	0	0	NB bus lane set back from junction	332610452-STN-HGN-XX-DR-H-5521-B
5	Causewayend - Fraser Place - Powis Place	SB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	1	0	0	1	0	0	0	SB bus lane set back from junction	332610452-STN-HGN-XX-DR-H-5521-B
6	Powis Place - George Street - Powis Terrace	NB Outbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	0	0	0	0	1	NB traffic gate giving buses priority along Powis Terrace	332610452-STN-HGN-XX-DR-H-5521-B
6	Powis Place - George Street - Powis Terrace	SB Inbound	Signalised	1	0	0	1	0	0	0	0	Signalised	0	0	0	0	0	1	0	SB reduced to a single lane to accommodate cycle track	332610452-STN-HGN-XX-DR-H-5520-B1
7	Powis Terrace - Bedford Road	NB Outbound	Signalised	0	0	1	1	0	0	0	0	Signalised	0	0	0	1	0	0	0	NB reduced to single lane to accommodate cycle track	332610452-STN-HGN-XX-DR-H-5520-B1
7	Powis Terrace - Bedford Road	SB Inbound	Signalised	0	1.5	0	0	0	0	0	0	Signalised	0	1	0	0	0	0	0	SB reduced to single lane to accommodate cycle track	332610452-STN-HGN-XX-DR-H-5520-B1
8	Powis Terrace - Belmont Road	NB Outbound	Signalised	0	0	0	0	0	1.5	0	0	Signalised	0	0	0	1	0	0	0	NB left turn banned to accommodate cycle track	332610452-STN-HGN-XX-DR-H-5520-B1
8	Powis Terrace - Belmont Road	SB Inbound	Signalised	0	0	0	0	0	1.5	0	0	Signalised	1	0	1	0	0	0	0	SB right turn banned to accommodate cycle track	332610452-STN-HGN-XX-DR-H-5520-B1
9	Powis Terrace - Berryden Road - Great Northern Road	NB Outbound	No junction	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Signalised	0	0	1	0	1	0	0	BCIP junction modification	332610452-STN-HGN-XX-DR-H-5519-B
9	Powis Terrace - Berryden Road - Great Northern Road	SB Inbound	No junction	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Signalised	1	0	2	0	0	0	0	BCIP junction modification	332610452-STN-HGN-XX-DR-H-5519-B
10	Great Northern Road - Berryden Road (Kittybrewster r/a)	NB Outbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	1	0	1	0	0	0	BCIP junction with new Berryden Road arms	332610452-STN-HGN-XX-DR-H-5517-B
10	Great Northern Road - Berryden Road (Kittybrewster r/a)	SB Inbound	Roundabout	1	0	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	BCIP junction with new Berryden Road arms	332610452-STN-HGN-XX-DR-H-5517-B
11	Great Northern Road - Don Street	NB Outbound	Signalised	0	0	2	0	1	0	0	0	Signalised	0	0	1	0	1	0	1	NB bus lane up to stop line	332610452-STN-HGN-XX-DR-H-5515/15B
11	Great Northern Road - Don Street	SB Inbound	Signalised	0	1	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	1	SB bus lane up to stop line	332610452-STN-HGN-XX-DR-H-5515/15B
12	Great Northern Road - Mugiemooss (Haudagain r/a)	WB Outbound	Roundabout	0	1	1	0	1	0	0	0	Signalised	0	1	0	1	0	0	0	WB bus lane set back from junction	332610452-STN-HGN-XX-DR-H-5512-OP1
12	Great Northern Road - Mugiemooss (Haudagain r/a)	EB Inbound	Roundabout	0	1	0	1	1	0	0	0	Signalised	1	0	1	0	0	0	1	EB bus lane to stop line with 'hold the left'	332610452-STN-HGN-XX-DR-H-5512-OP2
13	Great Northern Road - Auchmill Road (Haudagain b/p)	WB Outbound	Signalised	0	1	1	0	0	0	0	0	Signalised	0	1	1	0	0	0	0	No change	332610452-STN-HGN-XX-DR-H-5511
13	Great Northern Road - Auchmill Road (Haudagain b/p)	EB Inbound	Signalised	0	0	0	1	1	0	1	0	Signalised	0	0	0	1	1	0	1	No change. Road widening required to maintain existing	332610452-STN-HGN-XX-DR-H-5511
14	Auchmill Road - Auchmill Terrace	WB Outbound	Signalised	0	0	2	0	0	0	0	1	Signalised	0	1	1	0	0	0	0	Bus Lane set back from junction	332610452-STN-HGN-XX-DR-H-5511
14	Auchmill Road - Auchmill Terrace	EB Inbound	Signalised	0	0	2	0	0	0	0	0	Signalised	0	0	1	1	0	0	1	Bus Lane bypass to junction	332610452-STN-HGN-XX-DR-H-5511
15	A96 - A947 (Bucksburn r/a)	WB Outbound	Roundabout	1	1	0	0	1	0	0	0	Roundabout	1	0	1	0	0	0	1	Bypass lane converted to bus lane (alt use Inverurie Road)	332610452-STN-HGN-XX-DR-H-5508
15	A96 - A947 (Bucksburn r/a)	EB Inbound	Roundabout	1	0	0	0	2	0	0	0	Roundabout	0	1	1	0	0	0	0	Bus Advance Area	332610452-STN-HGN-XX-DR-H-5508
16	A96 - Bankhead Avenue (Bankhead r/a)	WB Outbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	Roundabout retained	332610452-STN-HGN-XX-DR-H-5506
16	A96 - Bankhead Avenue (Bankhead r/a)	EB Inbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	Roundabout retained	332610452-STN-HGN-XX-DR-H-5506
17	A96 - Gough Burn Crescent	WB Outbound	Signalised	0	0	2	0	0	0	0	1	Signalised	0	0	1	0	1	0	1	Potential bus only right turn. Right turn out of GBC provided	332610452-STN-HGN-XX-DR-H-5505
17	A96 - Gough Burn Crescent	EB Inbound	Signalised	1	0	2	0	0	0	0	0	Signalised	0	0	2	0	0	0	1	Banned left turn - drivers use Dyce Drive to access TECA	332610452-STN-HGN-XX-DR-H-5503
18	A96 - Dyce Drive	WB Outbound	Signalised	0	1	0	1	1	0	0	0	Signalised	0	1	1	0	1	0	0	Bus Lane set back from junction	332610452-STN-HGN-XX-DR-H-5503
18	A96 - Dyce Drive	EB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	Bus Lane set-back from junction	332610452-STN-HGN-XX-DR-H-5501
19	A96 - Airport Road (Craibstone r/a)	WB Outbound	Roundabout	1	1	0	1	0	0	0	0	Roundabout	1	1	0	1	0	0	0	No change	332610452-STN-HGN-XX-DR-H-5501
19	A96 - Airport Road (Craibstone r/a)	EB Inbound	Roundabout	1	1	0	1	0	0	0	0	Roundabout	1	1	0	1	0	0	0	No change	332610452-STN-HGN-XX-DR-H-5501
20	Airport Road - P&R - Walton Road	NB Outbound	Signalised	1	0	2	0	1	0	0	0	Signalised	1	0	2	0	1	0	0	No change. No bus lanes	tbc
20	Airport Road - P&R - Walton Road	SB Inbound	Signalised	0	1	2	0	1	0	0	0	Signalised	0	1	2	0	1	0	0	No change. No bus lanes	tbc
21	Airport Road - Harvest Avenue	NB Outbound	Signalised	1	0	3	0	2	0	0	0	Signalised	1	0	3	0	2	0	0	No change. No bus lanes	tbc
21	Airport Road - Harvest Avenue	SB Inbound	Signalised	0	1	2	0	1	0	0	0	Signalised	0	1	2	0	1	0	0	No change. No bus lanes	tbc
22	Airport Road - Dyce Drive - Argyll Road	NB Outbound	Signalised	1	0	1	0	1	0	0	0	Signalised	1	0	1	0	1	0	0	No change. No bus lanes	tbc
22	Airport Road - Dyce Drive - Argyll Road	SB Inbound	Signalised	0	1	0	1	0	0	0	0	Signalised	0	1	0	1	0	0	0	No change. No bus lanes	tbc
23	Argyll Road - Brent Road (one-way)	NB Outbound	Roundabout	0	1	0	1	0	0	0	0	Roundabout	0	1	0	1	0	0	0	No change. No bus lanes	tbc
23	Argyll Road - Brent Road (one-way)	SB Inbound	Roundabout	1	0	0	0	0	1	0	0	Roundabout	1	0	0	0	0	1	0	No change. No bus lanes	tbc
24	Dyce Drive - International Avenue	EB Inbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. No bus lanes	tbc
24	Dyce Drive - International Avenue	WB Outbound	Signalised	0	1	1	0	1	0	0	0	Signalised	0	1	1	0	1	0	0	No change. No bus lanes	tbc
25	Dyce Drive - Wellheads Drive	SB Inbound	Signalised	1	0	1	0	0	0	0	0	Signalised	1	0	1	0	0	0	0	No change. No bus lanes	tbc
25	Dyce Drive - Wellheads Drive	WB Outbound	Signalised	0	0	0	0	0	0	0	0	Signalised	0	0	0	0	0	0	0	No change. No bus lanes	tbc
26	Wellheads Drive - International Avenue	WB Outbound	Signalised	0	1	0	0	1	0	0	0	Signalised	0	1	0	0	1	0	0	No change. No bus lanes	tbc
26	Wellheads Drive - International Avenue	EB Inbound	Signalised	0	1	0	0	1	0	0	0	Signalised	0	1	0	0	1	0	0	No change. No bus lanes	tbc
27	Wellheads Drive - Forrit Burn Road	EB Inbound	Signalised	0	0	1	0	0	0	0	1	Signalised	0	0	1	0	0	0	1	No change. No bus lanes	tbc
27	Wellheads Drive - Forrit Burn Road	NB Outbound	Signalised	0	0	0	0	0	1	0	0	Signalised	0	0	0	0	0	1	0	No change. No bus lanes	tbc
28	Gough Burn Crescent - TECA access	SB Inbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change. No bus lanes	tbc
28	Gough Burn Crescent - TECA access	NB Outbound	Roundabout	0	0	0	0	0	1	0	0	Roundabout	0	0	0	0	0	1	0	No change. No bus lanes	tbc

Notes

1 Outline designs can be found in 'Stantec - A96 Detailed Appraisal Outline Design (With Variant B)'

Job No: 330610570

Date: 25th March 2024

Subject: **Supporting Technical Note B - ART Routeing Analysis – Bus Network Changes**

Introduction

Overview

This Note describes the changes proposed to the local bus network in Aberdeen to support the modelling of the Aberdeen Rapid Transit (ART) route tests, as set out in the main Routeing Analysis Report, *Aberdeen Rapid Transit - Routeing Analysis - Report (Stantec, March 2024)*. This Note and should be read in conjunction with that report.

Note that the changes discussed within this note were based on services operating at the time the ASAM19 routeing analysis modelling was undertaken, as well as through consideration of the bus network as represented in the ASAM19 base model (2019 base year). As such, services noted within this note may have changed / been withdrawn since this work was undertaken.

Background

Initial modelling of ART, undertaken in ASAM19, was undertaken to inform the Detailed Options Appraisal stage of the study. At this stage, all the ART options which were being considered were modelled on the same ART network. This enabled comparison between the options and provided an indication of how the options performed all other things being equal. That was not to say however, that the network chosen for the modelling in ASAM at that time was the preferred network, just that it was considered at that stage to be the most appropriate network on which to undertake the ASAM testing. The network used in that testing was aligned to the ART vision along the following four corridors:

- **North** A956 (N): Bridge of Don P&R to city centre via Ellon Road
- **North - West** A96: Craibstone P&R to city centre via A96 (Auchmill Road, Great Northern Road, Powis Terrace, Powis Place, Causewayend) and Gallowgate
- **West** A944: Westhill to city centre via the A944 (Straik Road, Lang Stracht and Westburn Road) and then Skene Square / Denburn Road via the Berryden Corridor Improvement Project (BCIP)
- **South** A92 (S): Portlethen to city centre via A92, Great Southern Road (B9077) and Holborn Street (A9013)

Before ART was tested, changes to the local bus network were made to avoid a duplication of services where local bus routes overlapped with proposed ART services. When a significant overlap occurred, the local bus route was generally removed. When the overlap was less significant, modifications were made, such as removing part of the route or extending it into an area where a route that had been removed left a gap in the underlining bus network. The changes made to the local bus network to support this initial testing was set out in a Supporting Note to the Detailed Options Appraisal Report, *ART Detailed Options Appraisal - Supporting Technical Note C - Integration of Existing Bus Network_v2 (Stantec, March 2023)*.

Routeing Testing

As part of this Routeing Analysis work, ten ART route tests have been developed and refined in consultation with the Council, bus operators and Nestrans and have been tested within ASAM19. Most tests are based on a Core network of two cross-city routes with subsequent tests making small but significant changes from the Core Test to either change the routeing in the corridor, or the terminus point. The last two tests are standalone tests investigating an alternative cross-city service alignment or additional new destinations with three ART cross-city services and Robert Gordon University and the proposed Beach Development included within the network.

Error! Reference source not found. describes the route tests and summarises the difference between the scenarios compared to the Core. The route scenarios are shown graphically in figures that can be found at the end of each of the analysis sections below.

As with the initial testing, the local bus network needed to be modified to ensure ART routes integrated rather than duplicated existing bus routes which would have led to inefficient bus operations and a less commercially viable overall Aberdeen bus network. The remainder of this note describes the process involved in changing the local bus network to respond to each of the ART route tests.

Table 1: ART Routeing Tests

Test	ART Service Routes	Routeing	Purpose of Test
Core	<p>North to West: Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	N/A
A1	<p>North to West: Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Changed routeing at airport.</p> <p>Outbound: TECA → airport → Craibstone P&R</p> <p>Inbound: Craibstone P&R → city centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	<p>Changed routeing at airport.</p> <p>Gauge comparative benefits of routeing inbound directly from Craibstone P&R site</p>
A2	<p>North to West: Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Changed routeing at airport.</p> <p>Clockwise (every other service): city centre → TECA → airport → Craibstone P&R → city centre</p> <p>Anti-clockwise (every other service): city centre → Craibstone P&R → TECA → city centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	<p>Changed routeing at airport.</p> <p>Gauge comparative benefits of routeing both clockwise and anti-clockwise at Craibstone P&R / airport.</p> <p>Routeing would provide direct (and attractive) inbound routeing from P&R to city centre, as well as direct (and attractive) inbound routeing from Airport to city centre.</p> <p>Would enable trips from P&R to airport.</p> <p>Frequency of P&R to city centre <i>direct</i> service only every other ART service</p>
B1	<p>North to West: Cloverhill via Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p> <p>South: Market Street / Victoria Bridge / Wellington Road</p>	<p>Gauge benefits of routeing beyond Bridge of Don P&R to new housing development site (400 housing units assumed built out by 2030 and represented as such in ASAM19 2030 Do Min model)</p>
B2	<p>North to West: Blackdog and Cloverhill via Bridge of Don P&R to Kingswells P&R</p> <p>North-West to South: Craibstone P&R (via airport)</p>	<p>North: Ellon Road / King Street</p> <p>North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre</p> <p>West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound))</p>	<p>Gauge benefits of routeing beyond Bridge of Don P&R to the Blackdog development site (580 housing units)</p>

Test	ART Service Routes	Routeing	Purpose of Test
	and TECA) to Portlethen Mobility Hub	South: Market Street / Victoria Bridge / Wellington Road	built out by 2030 and represented as such in ASAM19 2030 Do Min model)
C1	North to West: Bridge of Don P&R to Westhill North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	Gauge benefits of extending western corridor to Westhill rather than Kingswells P&R
C2	North to West: Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A9119 (Queen's Road / Skene Road) / A944 South: Market Street / Victoria Bridge / Wellington Road	Gauge benefits of routeing via A9119 instead of via A944 between city centre and A9119/A944 junction
D	North to West: Bridge of Don P&R to Kingswells P&R North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Holburn Street / Great Southern Road / West Tullos Road / Wellington Road	Gauge benefits of routeing south via Holburn Street / Great Southern Road / West Tullos Road / Wellington Road
E	North-West to West: Craibstone P&R (via airport and TECA) to Kingswells P&R North to South: Bridge of Don P&R to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) South: Market Street / Victoria Bridge / Wellington Road	To gauge benefits of alternative combination of cross city services to compare to Core Test, i.e., NW-W and N-S Note: North to South provides direct routeing but North-West to West connection is far longer than straight line routeing (see mapping)
F	North to South (RGU): Bridge of Don P&R to Robert Gordon University West to East (Beach): Kingswell P&R to beach via Union Street North-West to South: Craibstone P&R (via airport and TECA) to Portlethen Mobility Hub	North: Ellon Road / King Street North-West: Craibstone -> airport -> TECA routeing (both inbound and outbound) with Powis Place / Gallowgate route into centre West: A944 (via Blackfriars St (inbound) and Rosemount Viaduct /Skene St (outbound)) East: Justice Street / Beach Boulevard South (Portlethen Mobility Hub): Market Street / Victoria Bridge / Wellington Road South (RGU): Holburn Street / Garthdee Road	To gauge benefits of alternative combination of cross city services to provide connectivity to RGU and Beach masterplan area as part of ART network

As with the initial testing, the local bus network needed to be modified to ensure ART routes integrated rather than duplicated existing bus routes which would have led to inefficient bus operations and a less commercially viable overall Aberdeen bus network. The remainder of this note describes the process involved in changing the local bus network to respond to each of the ART route tests.

Methodology

Study Area

The assessment area (Figure 1: Assessment areaFigure 1) covers the urban extents of Aberdeen City and outlying residential and employment areas. This includes, to the:

- North: Bridge of Don and proposed new residential settlements at Cloverhill and Blackdog
- North-west: Dyce, Kirkhill Industrial Estate and the Airport
- West: Kingswells, Prime Four, Westhill and Skene
- South-west: Robert Gordon University, Cults, Bieldside, Milltimber and Peterculter
- South: Kincorth, Altens, Cove Bay and Portlethen

Existing Bus Network

The bus network in Aberdeen consists of city and long distance routes. City routes are located within the urban extents of Aberdeen City and are mainly operated by First. Long distance routes serve wider residential settlements and employment zones beyond the proposed ART network and are operated predominantly by Stagecoach. These city and long distance routes are listed in Appendix A along with the key destinations they serve.

With long distance routes extending beyond the proposed ART network, it was decided to retain all these routes within the ART route tests and only make changes to the city routes where overlap with the ART was likely to be more substantial and impact the viability of the local bus network.

Route Assessment

The approach used to propose changes to the existing bus network is as follows:

1. The existing bus network was reviewed to identify those city routes that overlap or closely parallel the routes proposed in each ART route scenario
 - a. Depending on the extent of the overlap or parallel running, a decision was made to either retain, remove or shorten the route
2. Any negative impact from a removed or modified route, such as leaving areas with no bus service was identified and mitigated by proposing other routes be extended or service frequency increased to reconnect areas to the local bus network. These are referred to as indirect impacts.

The outcome of this process was to categorise each city route into one of the following:

- a. Retain route
- b. Remove route
- c. Modified route (i.e. cut-back, extend or increase service frequency)

The assessment started with the Core scenario with each city bus route assigned one of the above categories depending on the level of route overlap, parallel running or mitigation (route extensions, service frequency increases). With other scenarios being a variation on the Core scenario the Core proposals were copied across the other scenarios and for each route, the following colour coding applied.

- GREY indicates the bus route is unchanged from the Core Scenario
- BLACK indicates the 'Comment' for the bus route has been updated but the 'Status' (Retain, Remove or Modify) is unchanged, and
- BLUE indicates the 'Status' and 'Comment' for the bus route has changed

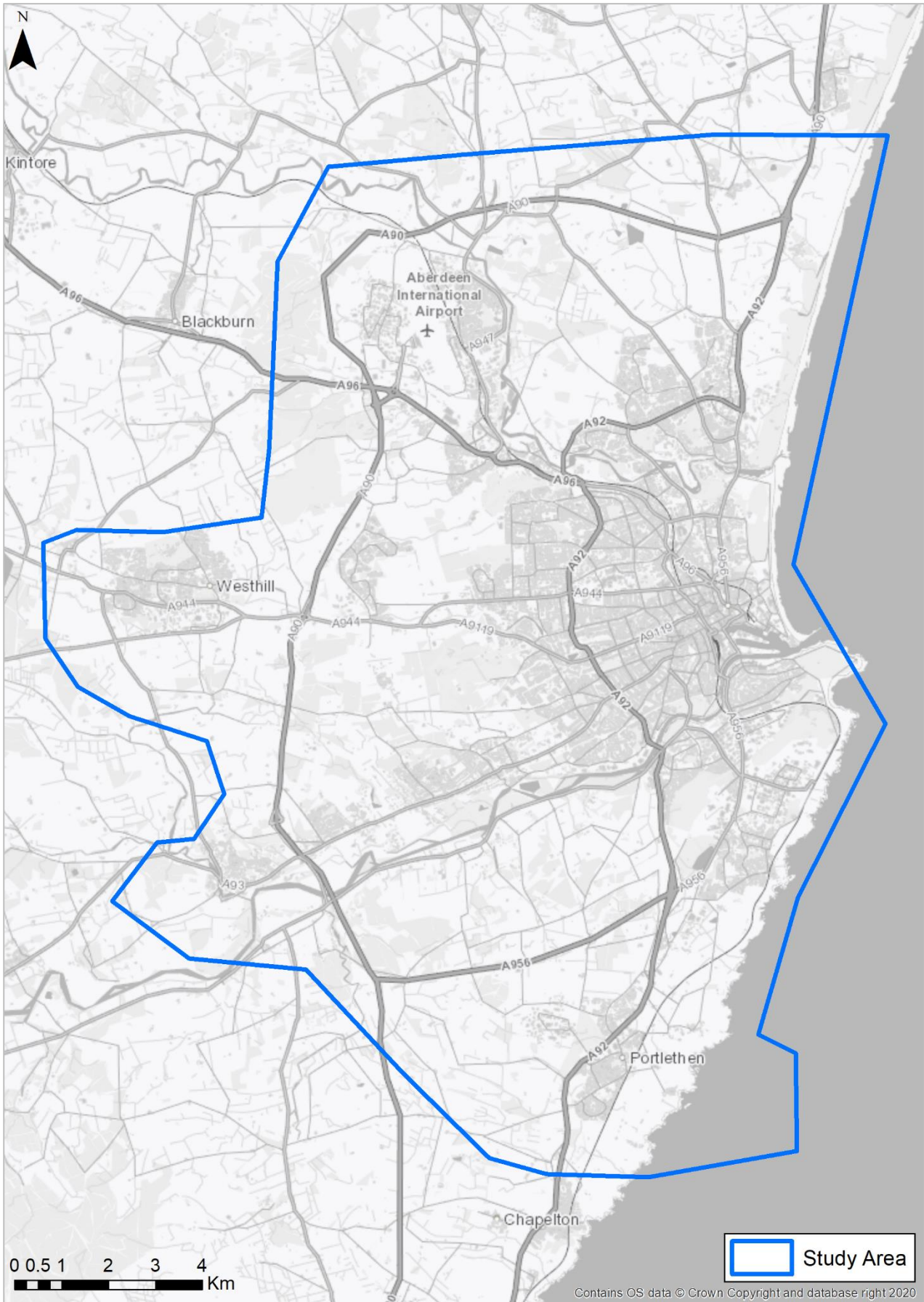


Figure 1: Assessment area

Analysis and Results

Overview

The following tables summarise the proposed changes to city routes for each ART route test. For the main destinations served by each bus route see Appendix A. As these are summary tables, only ‘Removed’ and ‘Modified’ routes are shown with ‘Retained’ routes excluded.

Core Route Scenario

Route 1: Craibstone P&R (via A96, Gough Burn Crescent) to Portlethen Mobility Hub (via Victoria Rd, Wellington Rd)

Route 2: Kingswells P&R (via A944 Westburn Road, Lang Stracht) to Bridge of Don P&R (via King Street)

Changes to city bus routes deemed necessary to support the Core route scenario are summarised in Table 2.

Table 2: Summary of changes to city routes to support the Core route scenario

Service	Change	Comment
1	Modify	Overlap with ART on King Street. Modify route with alternate buses serving Danestone and Middleton Park with new connection to Middleton Park supporting removal of Route 2 (see below)
2	Remove	Overlap with ART on King Street. Lost connection to Middleton Park provided by modified Route 1 (see above)
3, 3A, 3B	Modify	Extend route to Sheddocksley to support removal of Route 59 (see below)
4	Modify	Extend route to improve connections to Kingswells and support removal of Route 14 (see below). Alternative services to Countesswells and Kingswells
8	Remove	Route 1 (modified), Route 1B and Route 8A provide more direct connections between ARI, Danestone, Middleton Park and Shielhill/ Dubford while Route 7/7A/7B maintain connections to Stonehaven and Newtonhill
8A	Modify	Enhance service frequency to support removal of Route 8 (see above)
14	Remove	Overlap with ART on Westburn Road and Lang Stracht. Routes 4 and 3/3A/3B provide alternative services
20	Remove	Overlap with ART on Market Street/ Wellington Road and parallel running on King Street. Lost connections to Torry/ Balnagask replaced by Routes 12 & 15
23	Modify	Overlap with ART on A944 and parallel running on A96. Remove western section (Sheddocksley), retain northern section (Hilton) and extend to Torry
59	Remove	Overlap with ART on Westburn Road. Lost connections to Northfield provided by Routes 3 and 12 and Torry by Route 12 and 23
172	Remove	Overlap with ART on the A96 (Bucksburn to George Street). Lost connects to Bucksburn provided by Route 17/17A and Stoneywood/ Dyce/ Ferryhill/ Kincorth by Route 18
727	Remove	Overlap with ART along the full length of A96 while also serving the Airport and Craibstone P&R. Lost connections provided by ART
X27	Remove	Overlap with ART along the A96 (Airport to Haudagain). Lost connections to Kirkhall Industrial Estate and Dyce provided by new Route A (see below)
New Route A (Note 1)	New	Provides a connection between Westhill (Arnhall Business Park), the Kirkhall Industrial Estate and Dyce Railway Station via Kingswells and Bucksburn. Interchange with Route 17 services at Bankhead for direct connections to Wellheads Industrial Estate and with ART services at TECA for the Airport

Notes

1. A new bus route is proposed that connects Westhill to Dyce railway station via Kingswells, Sclattie Park and the Kirkhill Industrial Estate using the roads set out below. The route will use all existing bus stops on these roads plus some proposed new bus stops. Start/ End: Old Skene Road j/w Broadshade Road - Old Skene Road (Broadshade Road to Hay’s Way) - Hay’s Way (Old Skene Road to Westhill Drive) - Westhill Drive (Hay’s Way to Straik Road) - A944 (Westhill Drive to Kingswells Causeway) - Kingswells Causeway to Kingswells P&R to Kingswells Drive - Kingswells Drive and Kingswells Crescent - Fairley Road (Kingswells Crescent to Kepplehills Drive) - Kepplehills Drive to Kepplehills Road to Sclattie Park - Sclattie Park (Kepplehills Drive to Bankhead roundabout) - A96 (Bankhead roundabout to Gough Burn Crescent) - Gough Burn Crescent via TECA (A96 to Forrit Burn Road - Forrit Burn Road (Gough Burn Crescent to Wellheads Drive) - Wellheads Drive (Forrit Burn Road to Dyce Drive) - Dyce Drive to Kirkhill Industrial Estate loop - Pitmedden Road to Victoria Street to Dyce Railway Station (Terminate)
It is suggested the route operates 4 buses per direction per hour 7-10am and 4-7pm, and 2 buses per direction per hour 10am-4pm (Monday to Friday). Saturday and Sunday services to be confirmed.

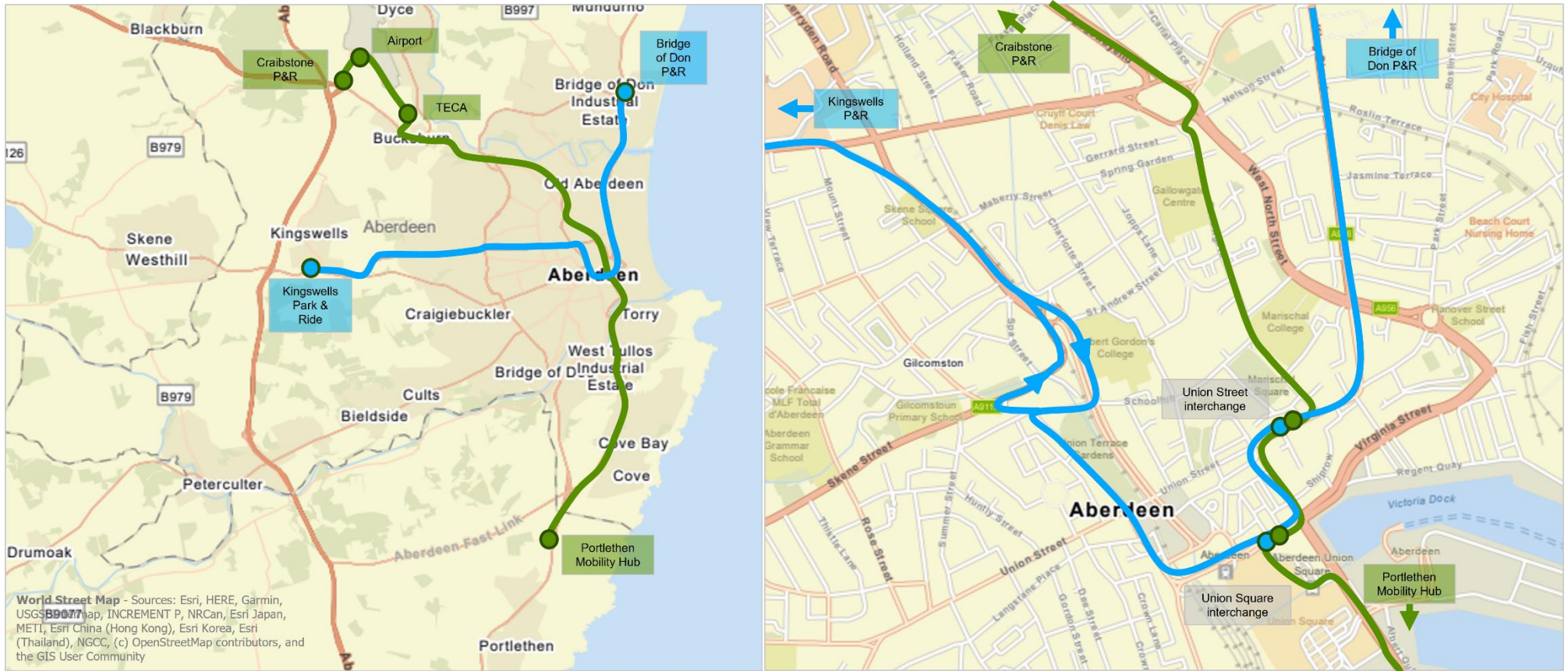


Figure 2: ART network in the Core Test

Tests A1 and A2

Route 1: Craibstone P&R (via A96 and Gough Burn Crescent using a loop to serve the P&R site) to Portlethen Mobility Hub (via Victoria Road, Wellington Road)

Route 2 (Core): Kingswells P&R (via Westburn Road, Lang Stracht) to Bridge of Don P&R (via King Street)

For Test A1, the change from the Core scenario is that ART loops anti-clockwise via TECA, the Airport and P&R site i.e.

- Outbound services route: TECA - Airport - Craibstone P&R (drop off and terminate)
- Inbound services route: Craibstone P&R (pick up) to A96 (towards the city centre)

No trips are possible between the P&R and Airport and there is a loss of connection to TECA on services inbound.

The A2 route scenario addresses this loss of connection by alternating inbound and outbound services clockwise and anticlockwise at TECA, the airport and Craibstone P&R. Both scenarios potentially impact the following City routes (see Table 3) while other City routes remain as those in the Core scenario.

- Route 727 uses Gough Burn Crescent to serve TECA and the Airport
- Route X27 uses Gough Burn Crescent to serve TECA, the Airport and Kirkhall Industrial Estate

Table 3: Summary of changes to city routes to support Tests A1 and A2

Service	Change	Comment
1	Modify	Overlap with ART on King Street. Modify route with alternate buses serving Danestone and Middleton Park with new connection to Middleton Park supporting removal of Route 2 (see below)
2	Remove	Overlap with ART on King Street. Lost connection to Middleton Park provided by modified Route 1 (see above)
3, 3A, 3B	Modify	Extend route to Sheddocksley to support removal of Route 59 (see below)
4	Modify	Extend route to improve connections to Kingswells and support removal of Route 14 (see below). Alternative services to Countesswells and Kingswells
8	Remove	Route 1 (modified), Route 1B and Route 8A provide more direct connections between ARI, Danestone, Middleton Park and Shielhill/ Dubford while Route 7/7A/7B maintain connections to Stonehaven and Newtonhill
8A	Modify	Enhance service frequency to support removal of Route 8 (see above)
14	Remove	Overlap with ART on Westburn Road and Lang Stracht. Routes 4 and 3/3A/3B provide alternative services
20	Remove	Overlap with ART on Market Street and Wellington Rd and parallel running on King St. Lost connections to Torry and Balnagask replaced by Routes 12 & 15
23	Modify	Overlap with ART on A944 and parallel running on A96. Remove western section (Sheddocksley), retain northern section (Hilton) and extend to Torry
59	Remove	Overlap with ART on Westburn Road. Lost connections to Northfield provided by Routes 3 and 12 and Torry by Route 12 and 23
172	Remove	Overlap with ART on the A96 (Bucksburn to George Street). Lost connects to Bucksburn provided by Route 17/17A and Stoneywood/ Dyce/ Ferryhill/ Kincorth by Route 18
727	Remove	Overlap with ART along the full length of A96 while also serving the Airport and Craibstone P&R. Lost connections provided by ART. Not impacted by the above TECA - Airport - P&R routing
X27	Remove	Overlap with ART along the A96 (Airport to Haudagain). Lost connections to Kirkhall Industrial Estate and Dyce provided by new Route A (see below). Not impacted by the above TECA - Airport - P&R routing
New Route A (Note 1- Table 2)	New	Provides a connection between Westhill (Arnhall Business Park), the Kirkhall Industrial Estate and Dyce Railway Station via Kingswells and Bucksburn. Interchange with Route 17 services at Bankhead for direct connections to Wellheads Industrial Estate and with ART services at TECA for the Airport

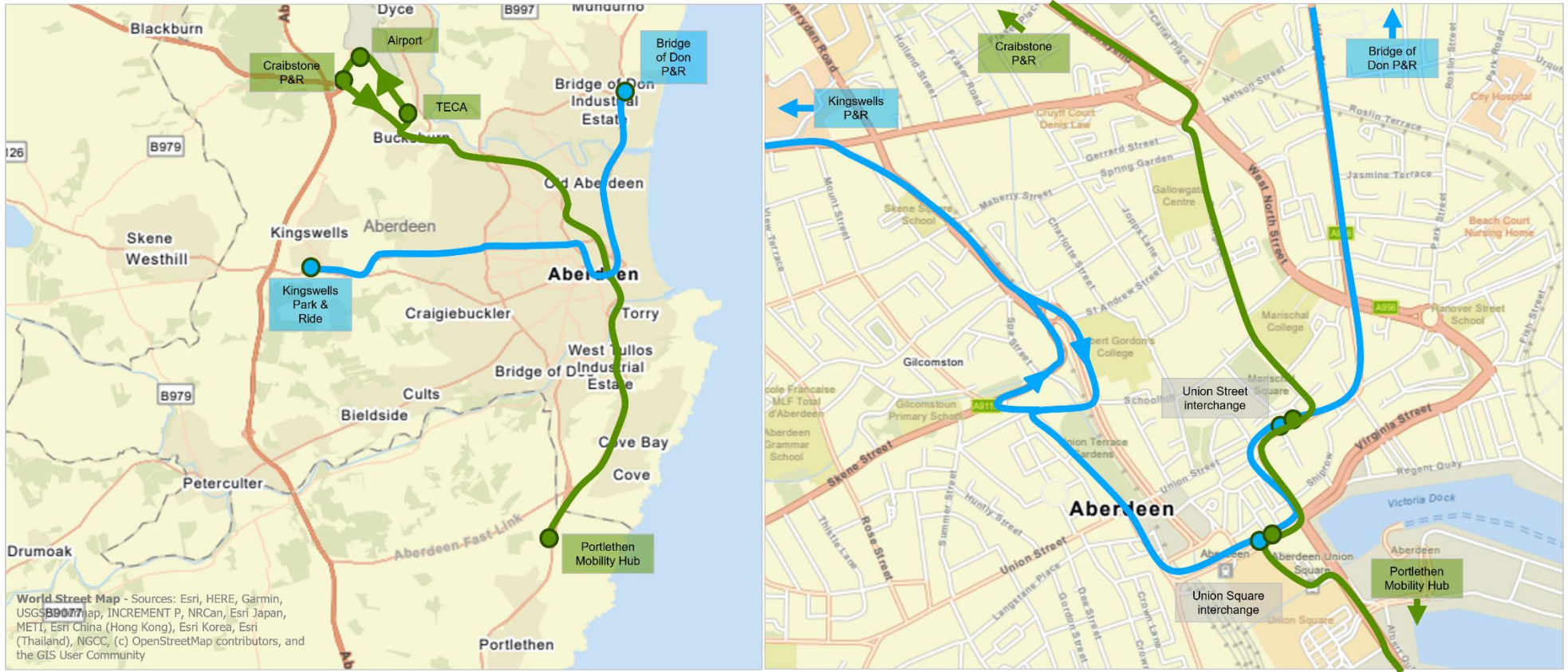


Figure 3: ART network in Test A1

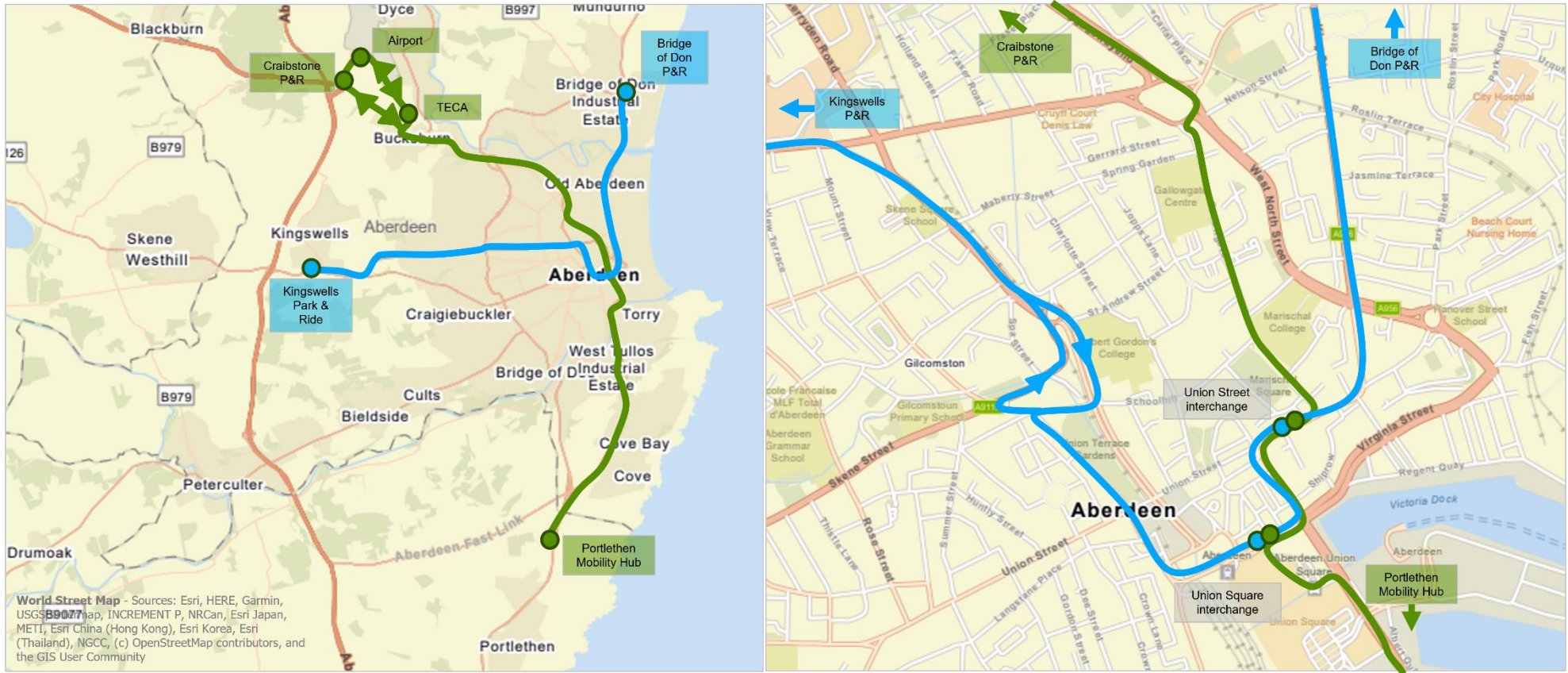


Figure 4: ART network in Test A2

Test B1

Route 1: Kingswells P&R (via Westburn Road, Lang Stracht) to Cloverhill (via King Street, Ellon Road)

Route 2: Craibstone P&R (via A96, Gough Burn Crescent) to Portlethen Mobility Hub (via Victoria Road, Wellington Road)

For Test B1, the only change when compared with the Core scenario, is an extension of ART from the Bridge of Don P&R site to the proposed development at Cloverhill which will deliver 400 residential units by 2030. With no city routes extending along Ellon Road north of the Parkway roundabout (see Figure 6) the city route changes proposed as part of the Core scenario (see Table 3) are applicable to Test B1.

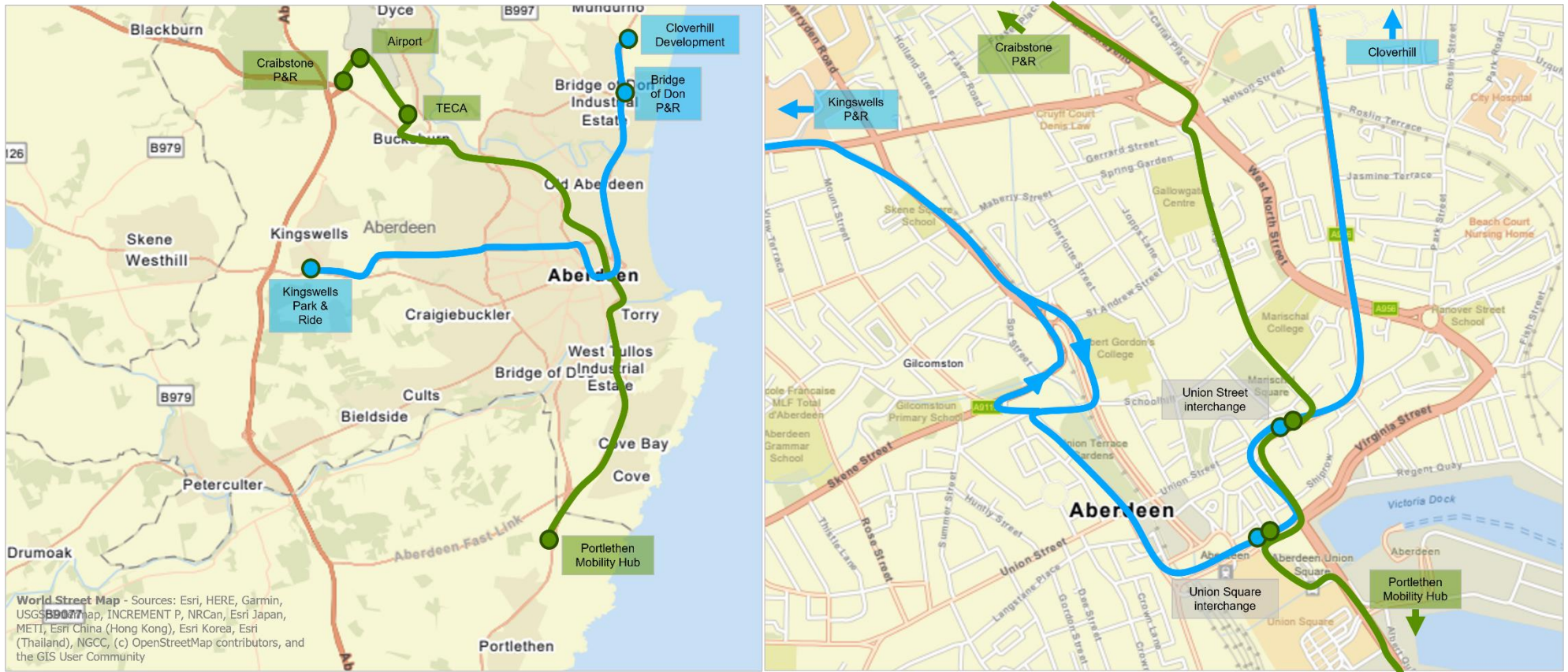


Figure 5: ART network in Test B1

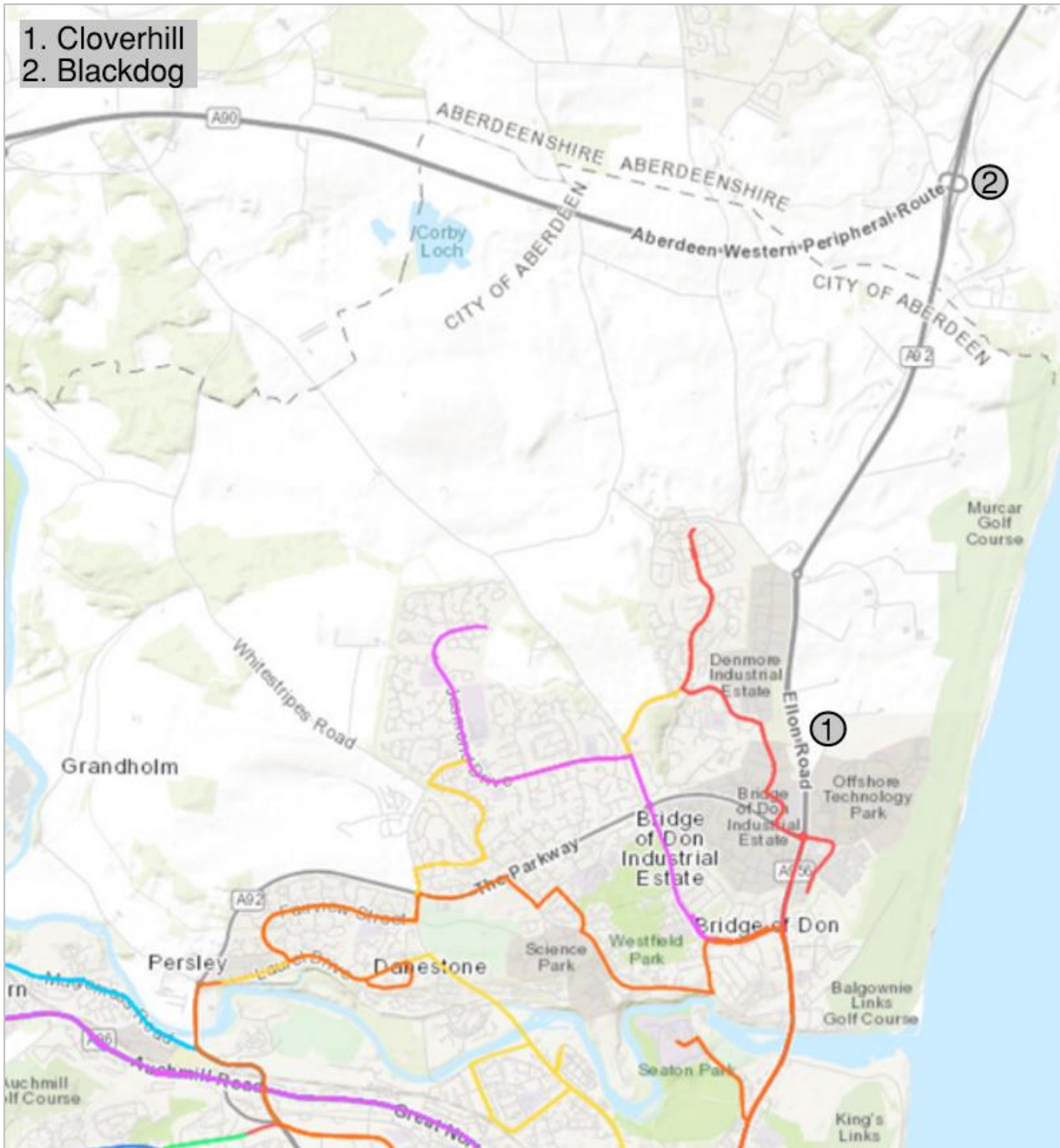


Figure 6: Existing city bus route serving the Bridge of Don

Test B2

Route 1: Kingswells P&R (via Westburn Road) to Blackdog (via King Street, Ellon Road)

Route 2 (Core): Craibstone P&R (via A96, Gough Burn Cres) to Portlethen Mobility Hub (via Victoria Rd, Wellington Rd)

For Test B2, the only change when compared to the Core scenario is an extension of ART from the Bridge of Don P&R to the proposed mixed-use development at Blackdog which will deliver 580 residential units by 2030.

As with Test B1, with no City routes extending along Ellon Road north of the Parkway roundabout (see Figure 6) the city route changes proposed as part of the Core Test (see Table 2) are also applicable to Test B2.

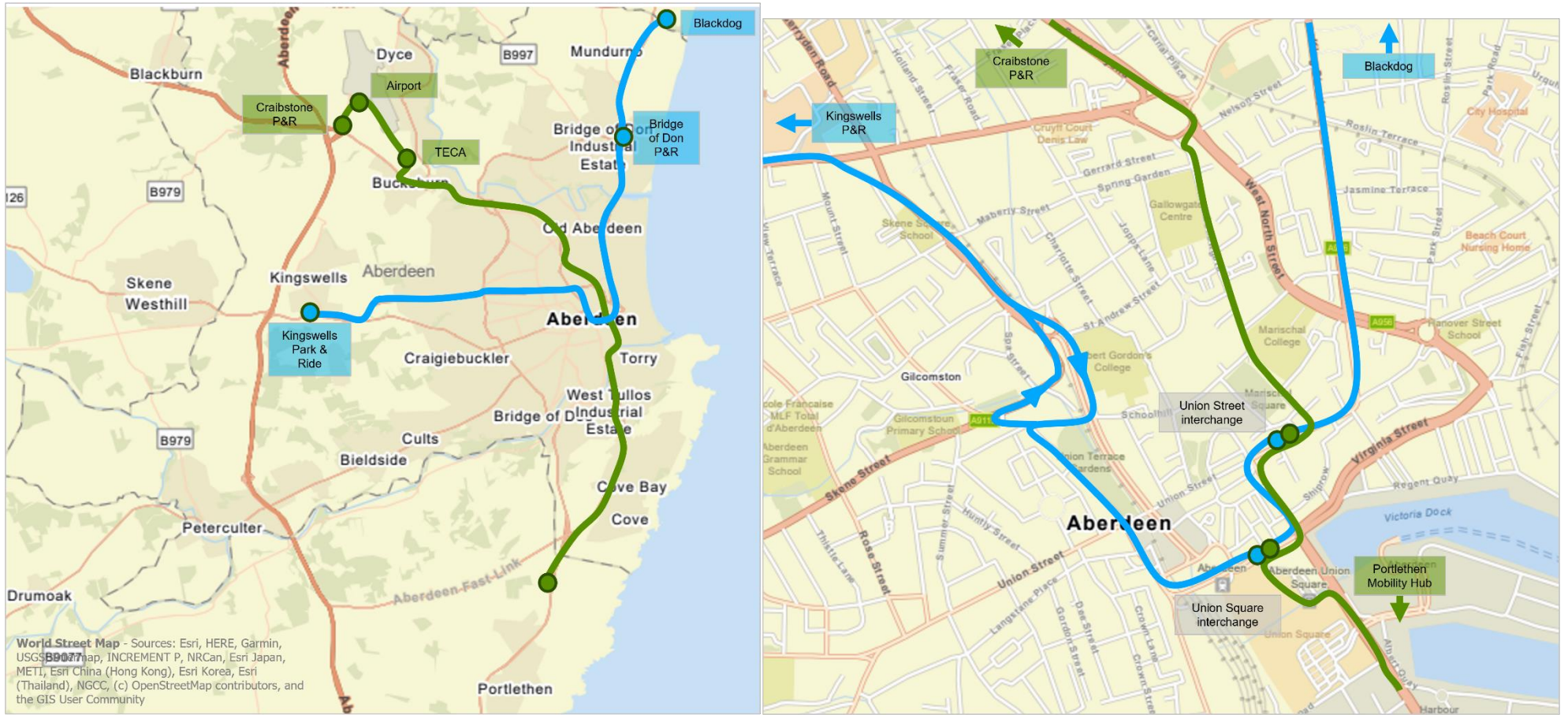


Figure 7: ART network in Test B2

Test C1

Route 1: Westhill (via A944, Westburn Road) to Bridge of Don P&R (via King Street)

Route 2 (Core): Craibstone P&R (via A96, Gough Burn Cres) to Portlethen Mobility Hub (via Victoria Rd, Wellington Rd)

For the Test C1, the only change when compared to the Core Test is an extension of ART from the Kingswells P&R to Westhill. This directly impacts Routes 5/ 5A¹ and 6/ 6A that serve Westhill, Arnhall Business Park and Echt with secondary impacts on Route 4 which operate along Queen's Road serving Prime Four, Countesswells and Route 11/11A which operate along Queen's Road serving Woodend (11)/ Craigiebuckler (11A).

The removal of Routes 5 and 6 create a loss of connectivity along Albyn Place and Queen's Road and to the peripheral residential areas in Westhill. The lost connections along Albyn Place and Queen's Road could be replaced by increasing the frequency of services on Routes 4 and 11. For Westhill, alternative ART services could make clockwise and anticlockwise routes via Westhill roundabout - Westhill Drive - Old Skene Road - Broadstraik Road - Straik Road - A944 - Westhill roundabout. The connection to Echt would be lost.

Table 4: Summary of changes to city routes to support the C1 route scenario

Service	Change	Comment
1	Modify	Overlap with ART on King Street. Modify route with alternate buses serving Danestone and Middleton Park with new connection to Middleton Park supporting removal of Route 2 (see below)
2	Remove	Overlap with ART on King Street. Lost connection to Middleton Park provided by modified Route 1 (see above)
3, 3A, 3B	Modify	Extend route to Sheddocksley to support removal of Route 59 (see below)
4	Modify	Extend route to improve connections to Kingswells and support removal of Route 14 (see below). Alternative services to Countesswells and Kingswells. Increase service frequency to restore connectivity to areas along Albyn Place and Queen's Road from the removal of Routes 5/5A and 6/6A (see below)
5, 5A	Remove	Overlap with ART on the A944 between the Jessiefield and Fairley Road junctions
6, 6A	Remove	Overlap with ART on the A944 between the Jessiefield and Fairley Road junctions
8	Remove	Route 1 (modified), Route 1B and Route 8A provide more direct connections between ARI, Danestone, Middleton Park and Shielhill/ Dubford while Route 7/7A/7B maintain connections to Stonehaven and Newtonhill
8A	Modify	Enhance service frequency to support removal of Route 8 (see above)
11, 11A	Modify	No overlap with ART. Increase service frequency to restore connectivity between city centre and areas along Albyn Place and Queen's Road as a result of removing Route 5/ 5A and Route 6/ 6A (see above)
14	Remove	Overlap with ART on Westburn Road and Lang Stracht. Routes 4 and 3/3A/3B provide alternative services
20	Remove	Overlap with ART on Market Street/ Wellington Road and parallel running on King Street. Lost connections to Torry/ Balnagask replaced by Routes 12 & 15
23	Modify	Overlap with ART on A944 and parallel running on A96. Remove western section (Sheddocksley), retain northern section (Hilton) and extend to Torry
59	Remove	Overlap with ART on Westburn Road. Lost connections to Northfield provided by Routes 3 and 12 and Torry by Route 12 and 23
172	Remove	Overlap with ART on the A96 (Bucksburn to George Street). Lost connects to Bucksburn provided by Route 17/17A and Stoneywood/ Dyce/ Ferryhill/ Kincorth by Route 18
727	Remove	Overlap with ART along the full length of A96 while also serving the Airport and Craibstone P&R. Lost connections provided by ART
X27	Remove	Overlap with ART along the A96 (Airport to Haudagain). Lost connections to Kirkhall Industrial Estate and Dyce provided by new Route A (see below)
New Route A	New	Provides a connection between Westhill (Arnhall Business Park), the Kirkhall Industrial Estate and Dyce Railway Station via Kingswells and Bucksburn.

¹ Route 5A extending to Echt

(Note 1-
Table 2)

Interchange with Route 17 services at Bankhead for direct connections to Wellheads Industrial Estate and with ART services at TECA for the Airport

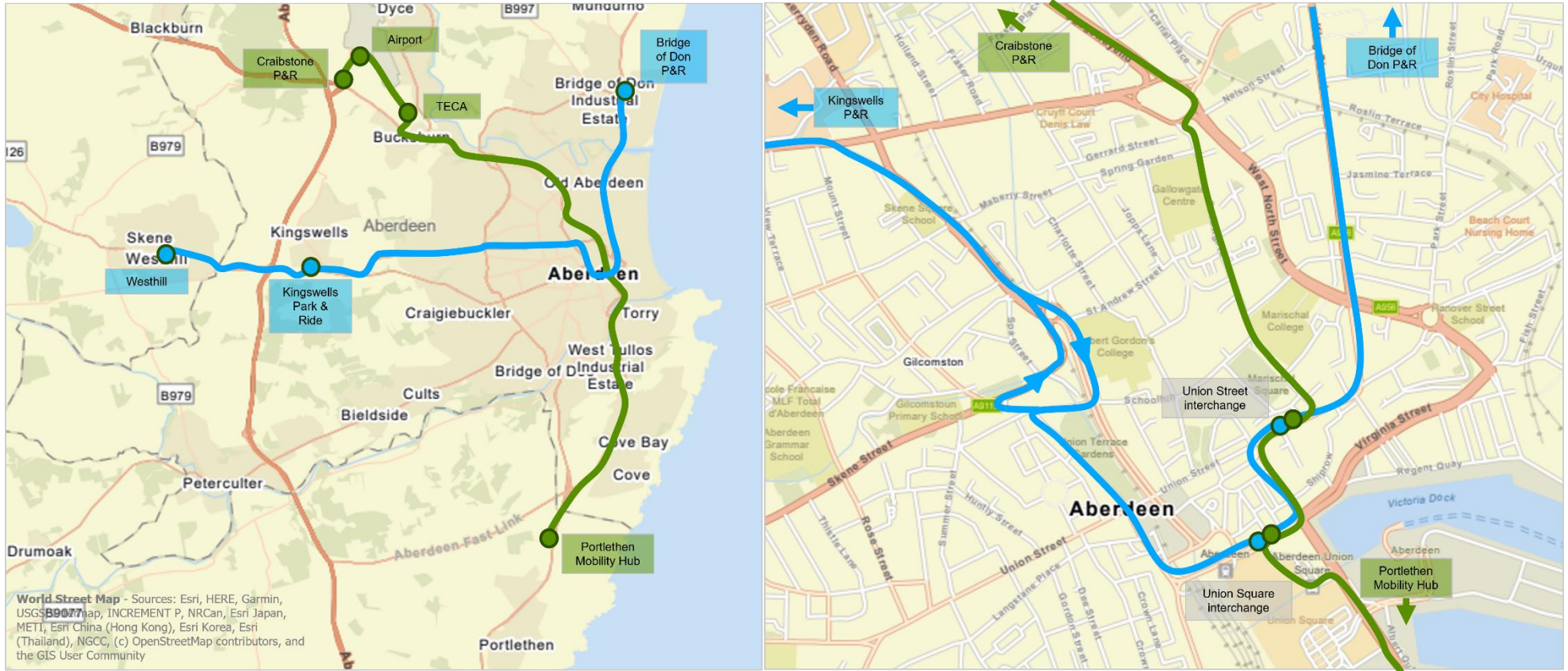


Figure 8: ART network in Test C1

Test C2

Route 1: Westhill (via Queens Road, Kingswells P&R) to Bridge of Don P&R (via King Street)

Route 2 (Core): Craibstone P&R (via A96, Gough Burn Cres) to Portlethen Mobility Hub (via Victoria Rd, Wellington Rd)

For Test C2, the change when compared to the Core Test is that ART services to Kingswells P&R operate along the A9119 (Albyn Place, Queen's Road and Skene Road) instead of the A944 (Western Road and Lang Stracht). This directly impacts Routes 4, 5/5A, 6/6A and 11/11A which operate along Queen's Road serving Prime Four/ Countesswells, Westhill and Woodend/ Craigiebuckler respectively. While there are secondary impacts on:

- Routes 3/3A/3B and 59 which were removed as part of the Core scenario but now retained because of the reduced overlap with ART
- Route 23 was modified as part of the Core scenario but now retained as existing

Table 5: Summary of changes to city routes to support Test C2

Service	Change	Comment
1	Modify	Overlap with ART on King Street. Modify route with alternate buses serving Danestone and Middleton Park with new connection to Middleton Park supporting removal of Route 2 (see below)
2	Remove	Overlap with ART on King Street. Lost connection to Middleton Park provided by modified Route 1 (see above)
3, 3A, 3B	Retain	Route removed as part of the Core scenario but retained in this scenario to maintain connections to ARI
4	Remove	Overlap with ART on Queen's Road and Skene Road. Lost connection to Countesswells provided by modified Route 14 (see below)
5, 5A	Remove	Overlap with ART on the A944 between the Jessiefield and Fairley Road junctions
6, 6A	Remove	Overlap with ART on the A944 between the Jessiefield and Fairley Road junctions
8	Remove	Route 1 (modified), Route 1B and Route 8A provide more direct connections between ARI, Danestone, Middleton Park and Shielhill/ Dubford while Route 7/7A/7B maintain connections to Stonehaven and Newtonhill
8A	Modify	Enhance service frequency to support removal of Route 8 (see above)
11, 11A	Remove	Overlap with ART on Queen's Road with lost connections to Berryden, Cummings Park and Northfield. ART provides connections to Woodend and Craigiebuckler, Route 12 connects Berryden, Route 3 (modified) connects Cummings Park and Route 3 (modified) connects Northfield
14	Modify	Limited overlap with ART along Union Street so retain route but extend and provide alternate services between Kingswells and Countesswells to support removal of Route 4 (see above)
20	Remove	Overlap with ART on Market Street/ Wellington Road and parallel running on King Street. Lost connections to Torry/ Balnagask replaced by Routes 12 & 15
23	Retain	Previously modified route in Core scenario is retained as existing in this scenario because of the reduced overlap with ART on Westburn Road
59	Retain	Previously removed route in the Core scenario is retained as existing because of the reduced overlap with ART on Westburn Road
172	Remove	Overlap with ART on the A96 (Bucksburn to George Street). Lost connects to Bucksburn provided by Route 17/17A and Stoneywood/ Dyce/ Ferryhill/ Kincorth by Route 18
727	Remove	Overlap with ART along the full length of A96 while also serving the Airport and Craibstone P&R. Lost connections provided by ART
X27	Remove	Overlap with ART along the A96 (Airport to Haudagain). Lost connections to Kirkhall Industrial Estate and Dyce provided by new Route A (see below)
New Route A (Note 1- Table 2)	New	Provides a connection between Westhill (Arnhall Business Park), the Kirkhall Industrial Estate and Dyce Railway Station via Kingswells and Bucksburn. Interchange with Route 17 services at Bankhead for direct connections to Wellheads Industrial Estate and with ART services at TECA for the Airport

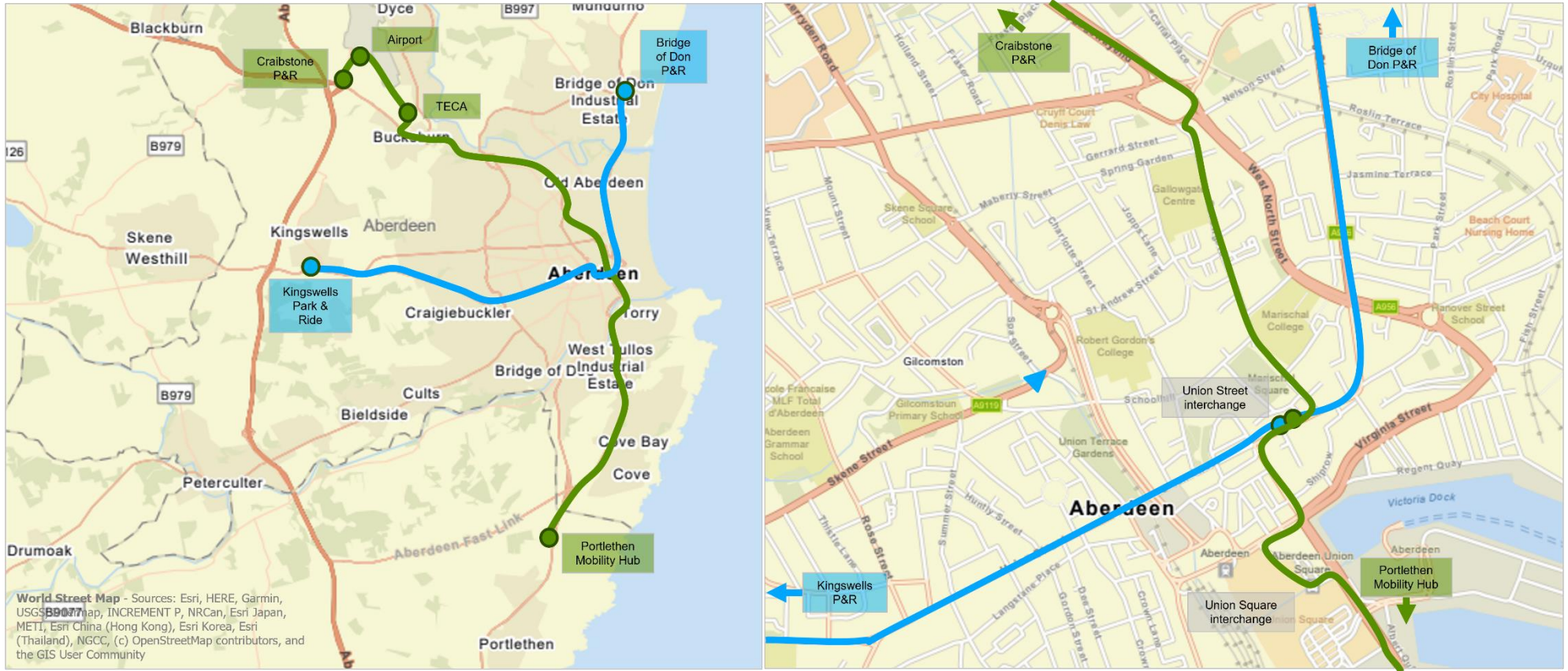


Figure 9: ART network in Test C2

Test D

Route 1: Craibstone P&R (via A96, Gough Burn Crescent) to Portlethen Mobility Hub (via Holburn St, West Tullos Road)

Route 2 (Core): Kingswells P&R (via Westburn Road, Lang Stracht) to Bridge of Don P&R (via King Street)

For Test D, the change when compared to the Core Test is that ART services to Portlethen Mobility Hub operate along Holburn Street, Great Southern Road and West Tullos Road rather than Market Street, Menzies Road and Wellington Road. This directly impacts Route 18 and 172 of which both have an increased overlap with ART along Holburn Street and Great Southern Road. The proposal is to remove Route 18 and maintain the removal of Route 172 which has a greater overlap with ART compared to the Core scenario.

Removal of ART from Market Street, Menzies Road and Wellington Road supports retaining Route 3/3A/3B while keeping the proposed extension of the route into Sheddocksley to support the removal of Route 59.

Table 6: Summary of changes to city routes to support Test D

Service	Change	Comment
1	Modify	Overlap with ART on King Street. Modify route with alternate buses serving Danestone and Middleton Park with new connection to Middleton Park supporting removal of Route 2 (see below)
2	Remove	Overlap with ART on King Street. Lost connection to Middleton Park provided by modified Route 1 (see above)
3, 3A, 3B	Modify	Extend route to Sheddocksley to support removal of Route 59 (see below)
4	Modify	Extend route to improve connections to Kingswells and support removal of Route 14 (see below). Alternative services to Countesswells and Kingswells
8	Remove	Route 1 (modified), Route 1B and Route 8A provide more direct connections between ARI, Danestone, Middleton Park and Shielhill/ Dubford while Route 7/7A/7B maintain connections to Stonehaven and Newtonhill
8A	Modify	Enhance service frequency to support removal of Route 8 (see above)
14	Remove	Overlap with ART on Westburn Road and Lang Stracht. Routes 4 and 3/3A/3B provide alternative services
18	Remove	Overlap with ART along A96 and increased overlap on Holburn Street and Great Southern Road
20	Remove	Overlap with ART on Market Street/ Wellington Road and parallel running on King Street. Lost connections to Torry/ Balnagask replaced by Routes 12 & 15
23	Modify	Overlap with ART on A944 and parallel running on A96. Remove western section (Sheddocksley), retain northern section (Hilton) and extend to Torry
59	Remove	Overlap with ART on Westburn Road. Lost connections to Northfield provided by Routes 3 and 12 and Torry by Route 12 and 23
172	Remove	Overlap with ART on the A96 (Bucksburn to George Street) but also Holburn Street and Great Southern Road
727	Remove	Overlap with ART along the full length of A96 while also serving the Airport and Craibstone P&R. Lost connections provided by ART
X27	Remove	Overlap with ART along the A96 (Airport to Haudagain). Lost connections to Kirkhall Industrial Estate and Dyce provided by new Route A (see below)
New Route A (Note 1- Table 2)	New	Provides a connection between Westhill (Arnhall Business Park), the Kirkhall Industrial Estate and Dyce Railway Station via Kingswells and Bucksburn. Interchange with Route 17 services at Bankhead for direct connections to Wellheads Industrial Estate and with ART services at TECA for the Airport

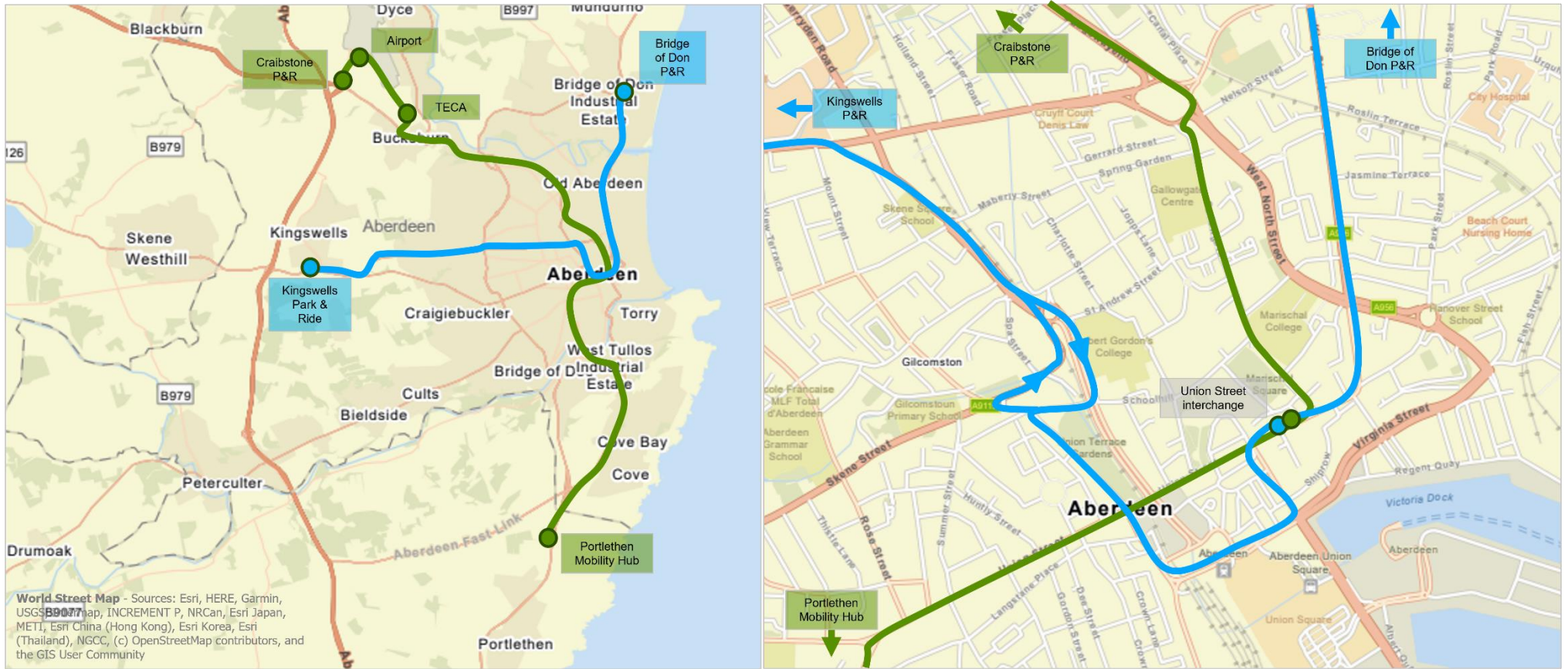


Figure 10: ART network in Test D

Test E

Route 1: Kingswells P&R (via Westburn Road, Lang Stracht) to Craibstone P&R (via A96)

Route 2: Bridge of Don P&R (via King Street) to Portlethen Mobility Hub (via Victoria Road, Wellington Road)

For Test E, there is no change to City routes when compared to the Core Test because the only difference relates to the configuration of the cross-City routes. For example, Route 1 in the Core scenario links Craibstone P&R to Portlethen Mobility Hub and Route 2 links Kingswells P&R to Bridge of Don P&R all via the city centre. These are the same destinations as above but are paired differently.

Changes to the local bus network deemed necessary to support Test E is summarised in Table 2.

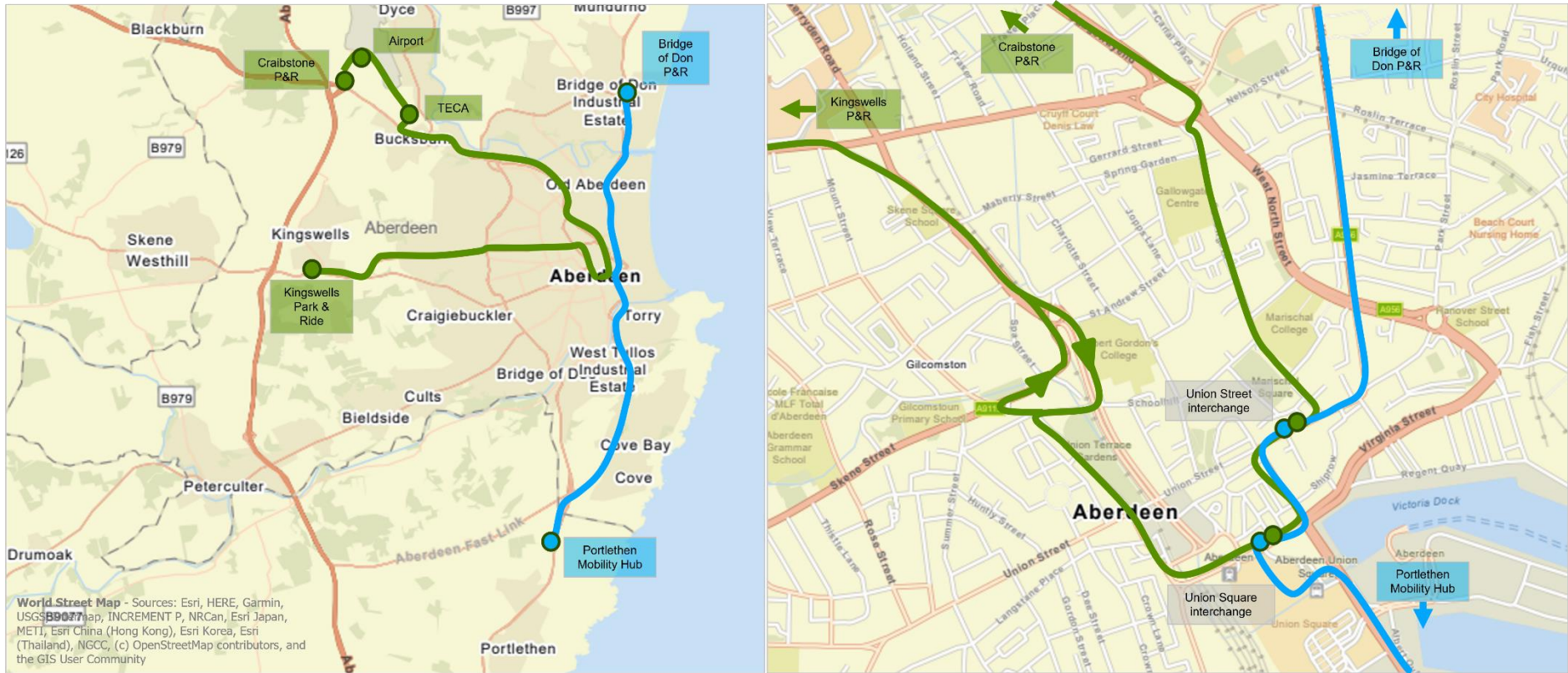


Figure 11: ART network in Test E

Test F

Route 1 (Core): Craibstone P&R (via A96, Gough Burn Cres) to Portlethen Mobility Hub (via Victoria Rd, Wellington Rd)

Route 2: Bridge of Don P&R (via King Street) to RGU (via Garthdee Road)

Route 3: Kingswells P&R (via Westburn Road, Lang Stracht) to Beach (via Beach Esplanade)

For Test F, the change when compared to the Core Test is that ART extends the Bridge of Don P&R route to the Robert Gordon University campus (rather than to Westhill) and the Kingswells P&R route to the proposed Beach development (rather than the Bridge of Don). When the Core route between Craibstone P&R to Portlethen Mobility Hub is included, this creates an ART network with three cross city routes.

This directly impacts Route 1/1B as there is an increased overlap with ART south of the city along Holburn Street and Garthdee Road. It is proposed to remove Route 1B and further modify Route 1 (c.f. the Core Test) by removing the Garthdee Road loop and have services operating two-way along Auchinyell Road and Broomhill Road. This two-way operation also supports the removal of Route 2 proposed by the Core Test. It is proposed that the removal of Route 1B is supported with a further modification to Route 8A which extends the route from the Foresterhill Health Campus to the city centre. No routes currently serve the Beach area so the extension of ART to this development area will have no impact on the local bus network.

Table 7: Summary of changes to city routes to support Test F

Service	Change	Comment
1	Modify	Overlap with ART on King Street. Modify route with alternate buses serving Danestone and Middleton Park with new connection to Middleton Park supporting removal of Route 2 (see below). With the increased overlap with ART on Holburn Street and Garthdee Road the Garthdee Road loop is removed with services now two-way along Auchinyell Road and Broomhill Road
1B	Remove	Overlap with ART on King Street and Holburn Street and Garthdee Road. Connections to Dubford and Shielhill would be lost but these could be provided by Route 8
2	Remove	Overlap with ART on King Street. Lost connection to Middleton Park provided by modified Route 1. The proposed two-way operation of Route 1 along Auchinyell Road and Broomhill Road mitigates the loss of connectivity
3, 3A, 3B	Modify	Extend route to Sheddocksley to support removal of Route 59 (see below)
4	Modify	Extend route to improve connections to Kingswells and support removal of Route 14 (see below). Alternative services to Countesswells and Kingswells
8	Remove	Route 1 (modified), Route 1B and Route 8A provide more direct connections between ARI, Danestone, Middleton Park and Shielhill/ Dubford while Route 7/7A/7B maintain connections to Stonehaven and Newtonhill
8A	Modify	Enhance service frequency to support removal of Route 8 but also extend route from the ARI to city centre to support removal of Route 1B (see above)
14	Remove	Overlap with ART on Westburn Road and Lang Stracht. Routes 4 and 3/3A/3B provide alternative services
20	Remove	Overlap with ART on Market Street/ Wellington Road and parallel running on King Street. Lost connections to Torry/ Balnagask replaced by Routes 12 & 15
23	Modify	Overlap with ART on A944 and parallel running on A96. Remove western section (Sheddocksley), retain northern section (Hilton) and extend to Torry
59	Remove	Overlap with ART on Westburn Road. Lost connections to Northfield provided by Routes 3 and 12 and Torry by Route 12 and 23
172	Remove	Overlap with ART on the A96 (Bucksburn to George Street). Lost connects to Bucksburn provided by Route 17/17A and Stoneywood/ Dyce/ Ferryhill/ Kincorth by Route 18
727	Remove	Overlap with ART along the full length of A96 while also serving the Airport and Craibstone P&R. Lost connections provided by ART
X27	Remove	Overlap with ART along the A96 (Airport to Haudagain). Lost connections to Kirkhall Industrial Estate and Dyce provided by new Route A (see below)
New Route A (Note 1)	New	Provides a connection between Westhill (Arnhall Business Park), the Kirkhall Industrial Estate and Dyce Railway Station via Kingswells and Bucksburn.

Interchange with Route 17 services at Bankhead for direct connections to Wellheads Industrial Estate and with ART services at TECA for the Airport

TECHNICAL NOTE

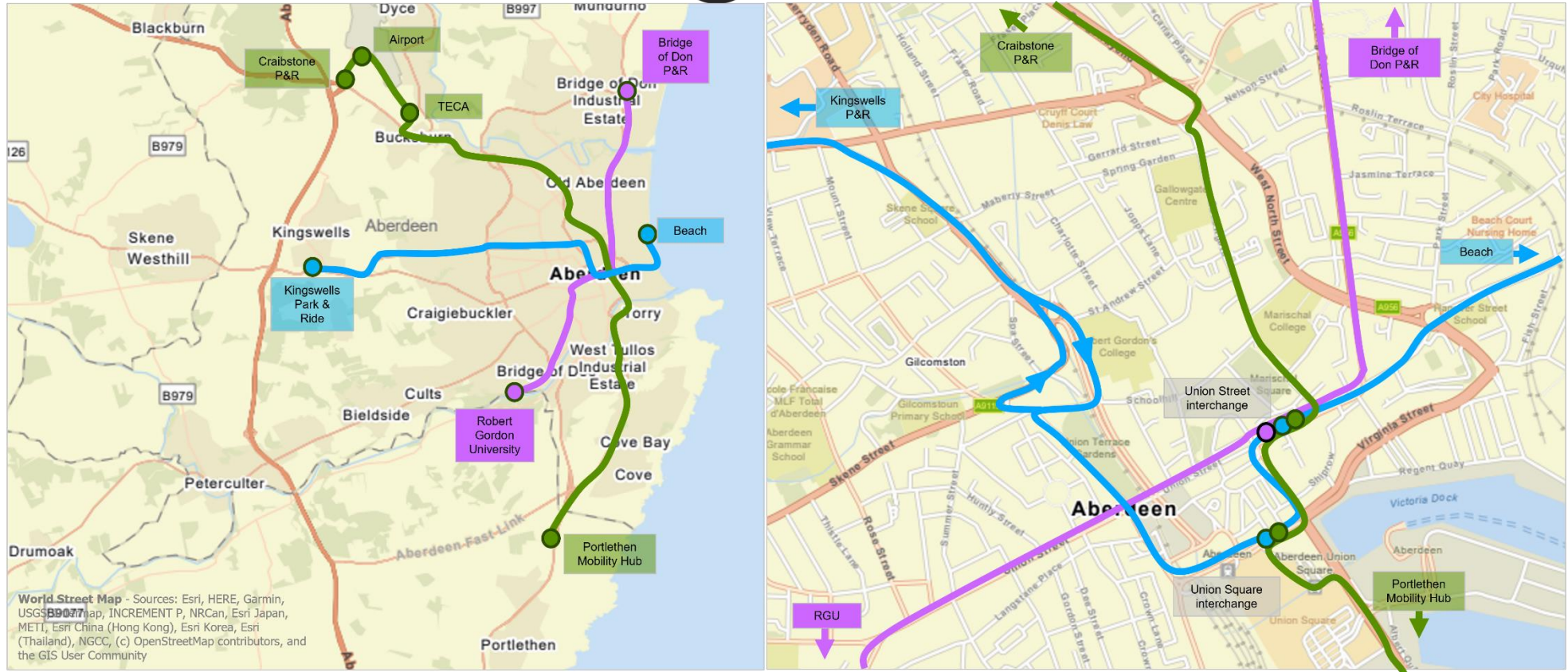


Figure 12: ART network in Test F

Summary

This Note sets out the changes to local bus routes in Aberdeen to support the testing of 10 ART route tests in ASAM19 to inform the Routeing Analysis.

The Core Test is based on two cross-city routes with subsequent tests making small but significant changes to one or both of the Core routes. Two of the tests investigate either an alternative crosscity service alignment or additional destinations at Robert Gordon University and the proposed Beach Development.

To implement the ART tests, changes would be required to local bus routes to integrate ART services and avoid a duplication of existing bus routes which would lead to inefficient bus operations and a less commercially viable city-wide network.

The local bus network in Aberdeen consists of city and long distance routes where long distance routes extend beyond the proposed ART network. It was decided therefore to retain these routes and only make changes to the city routes where overlap with the ART was more substantial and so potentially have a greater impact on local bus network viability.

This Note sets out the possible changes to the local bus network required to respond to each test. This was achieved by reviewing each city bus route and defining them either for retention, removal or modification depending on the extent of the route overlap, parallel running or mitigation (route extensions, service frequency increases, etc.) required.

The results of this review are set out in Table 2 to Table 7 for each of the tests.

It should be noted that the bus route changes proposed for each test provide a high level assessment suitable for inclusion within the ASAM19 modelling to understand the preferred ART routing. It is recommended that if further testing of a preferred option is undertaken, the assessment is repeated with involvement from the bus operators to better understand the wider implications of the route changes required to accommodate ART.

Appendix A: City and Long Distance Bus Routes in Aberdeen

Routes	Operator	Destinations
City Routes		
1	First	Danestone – Bridge of Don – King Street -Aberdeen – Holburn Street - Garthdee - RGU (Auchinyell Road/ Broomhill Road loop)
1B	First	Shielhill/ Dubford - Bridge of Don – King Street - Aberdeen Holburn Place – RGU
2	First	Middleton Park - Bridge of Don – Aberdeen – Garthdee - RGU (Auchinyell Road/ Broomhill Road loop)
3, 3A, 3B	First	Mastrick – ARI - Mid Stocket - Rosemount - Aberdeen – South Loirston (3) / Cove (3A)/ Altens Industrial Estate (3B)
4	Stagecoach	Countesswells - Prime Four - Craigiebuckler - Aberdeen
5, 5A	Stagecoach	(Echt - A) - Westhill – Arnhall Business Park - Prime Four - Craigiebuckler - Aberdeen
6, 6A	Stagecoach	Westhill - Arnhall Business Park - Prime Four - Craigiebuckler - Aberdeen
8	First	ARI – Aberdeen - Tillydrone - Danestone – Middleton Park - Shielhill/ Dubford
8A		ARI – Danestone – Tillydrone - Danestone - Middleton Park - Shielhill/ Dubford
11, 11A	First	Northfield – Cummings Park - Berryden - Aberdeen – Woodend (11) / Craigiebuckler (11A)
12	First	Heathryfold – Hilton - Berryden - Aberdeen - Torry
13	First	Heathryfold – Mastrick – King's Gate - Aberdeen - Footdee/ Hillhead of Seaton (via Golf Road)
14	Stagecoach	Kingswells – Lang Stracht - Mid Stocket - Rosemount - Aberdeen
15, 15A/B	Stagecoach, First	Airyhall/ Craigiebuckler – Aberdeen - Torry
16B	First	Robert Gordon Playing Field - Airyhall - Mannofield - Aberdeen
17, 17A	First	Dyce – Wellheads - Stoneywood - Newhills - A96 - Aberdeen - Ferryhill - Kincorth
18	First	Dyce - Wellheads - Stoneywood - Bankhead – Mugiemoos - Haudagain - A96 - Mounthooly - Aberdeen - Ferryhill - Kincorth - Altens Industrial Estate
19	First	Tillydrone – Aberdeen – Cults – Bielside – Milltimber - Peterculter
20	First	Hillhead of Seaton - Aberdeen University - Aberdeen - Torry/ Balnagask
23	First	Heathryfold/ Northfield - Hilton – Mounthooly -Aberdeen - Mid Stocket - A944 - Sheddocksley
31	First	School service
52	First	School service
59	Stagecoach	Heathryfold/ Northfield - ARI - Westburn Road - Aberdeen - Torry
62	First	School service
172	First	Dyce - Wellheads - Stoneywood – Newhills – A96 - Kittybrewster - Aberdeen - Ferryhill - Kincorth
181, 182, 183	First	School services
727	Stagecoach	Aberdeen – Mounthooly - Kittybrewster - A96 -TECA - Airport
X27	First	Aberdeen – Rosemount - Hilton - A96 - TECA – Airport - Kirkhall - Dyce
Long Distance Routes		
7 ⁽¹⁾ , 7A, 7B, 7S	Stagecoach	Stonehaven - Aberdeen
8A, 8C	Stagecoach	Stonehaven – local service (outside the study area)
9	Stagecoach	Inverurie - Aberdeen
10, 10B	Stagecoach	Inverness - Aberdeen
21A	Stagecoach	Local Cove Bay service

Routes	Operator	Destinations
22, 22A, 22B	Stagecoach	Local Inverurie service
35	Stagecoach	Elgin - Aberdeen
37	Stagecoach	Inverurie - Aberdeen
49	Stagecoach	Inverurie - Ellon (outside study area)
50	Stagecoach	Ellon - Aberdeen
53, 53A	Stagecoach	Ellon - Aberdeen
61	Stagecoach	Peterhead - Aberdeen
64	Central Taxis	North Tarbothill - Aberdeen
68	Stagecoach	Fraserburgh - Aberdeen
70A, 70B, 70C	Stagecoach	Portlethen - Newtonhill
201	Stagecoach	Retain. Braemar - Aberdeen
218	Stagecoach	Alford - Aberdeen
220	Stagecoach	Alford - Aberdeen
290	Stagecoach	Aberdeen – Methlick
291	Stagecoach/ Watermill	Aberdeen – Methlick
M9	Stagecoach (Megabus)	Glasgow - Aberdeen
M92	Stagecoach (Megabus)	Edinburgh - Aberdeen
X7	Stagecoach	Perth - Aberdeen
X20	Stagecoach	Kemnay or Alford- Aberdeen
X60	Stagecoach	Peterhead - Aberdeen
X63	Stagecoach	Peterhead - Aberdeen
X67	Stagecoach	Fraserburgh - Aberdeen
X68	Stagecoach	Fraserburgh - Aberdeen

ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Citywide implementation of 20mph speed limit
REPORT NUMBER	CR&E/24/139
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

To inform the committee of the outcome of a citywide assessment carried out by a consultant on behalf of Aberdeen City Council. The assessment was conducted in line with the Scottish Government's newly developed National Strategy for 20 mph. Through this report, Aberdeen City Council seeks to request the implementation of 20 mph on roads that have been identified to meet the Scottish Government's criteria.

2. RECOMMENDATIONS

That the Committee:-

- 2.1 acknowledges the Scottish Government's National Strategy for 20 mph in urban areas; and
- 2.2 instructs the Chief Officer Operations to promote the Traffic Regulation Orders (TRO)/Temporary Traffic Regulation Orders (TTRO) necessary for the introduction and implementation of 20mph on the roads identified in Appendix 2. Any objections received are to be reported back to this Committee for consideration, otherwise the TRO are to be made and the measures implemented.

3. CURRENT SITUATION

3.1 Background

The Scottish Government published a 'Scotland's Road Safety Framework to 2030' in February 2021. The Framework highlights The Scottish Government's vision 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 Scottish roads by 2050. Through this framework, The Scottish Government aim to improve road safety and half road deaths by 2030 and achieve Vision Zero by 2050. To achieve this goal, The Scottish Government developed a national strategy for 20 mph zones and limits in Scotland. The Strategy aims to expand

20mph speed limits across Scotland, and to ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. Consequently, there will be a reduced perceptions of road danger, people will be encouraged to walk and cycle, thereby improving health, and promoting active travel. In addition, this strategy will create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity. Furthermore, there will be a change in social and cultural attitudes towards vehicular speed and road safety as 20mph speed limit will be the norm in urban areas.

- 3.2 The introduction of 20mph speed limit in urban cities across Scotland is expected to reduce the risk of being involved in a collision. The reaction time to environmental changes and vehicular manoeuvrability is reduced at a higher speed and as a result, higher chances of a collision happening. Furthermore, evidence shows that if you hit a pedestrian at 30 mph, they are seven times more likely to die than at 20 mph.
- 3.3 Data relating to road casualties by severity and speed limit, shows that in 2022, serious road casualties mostly occurred on 30 mph and 60 mph roads. Just over half (51.1%) of road traffic fatalities in cities and towns were pedestrians or pedal cyclists. The majority (54.4%) of serious injuries were also pedestrians and pedal cyclists, whereas just over a third (34.6%) suffered slight injuries.
- 3.4 Reduced speeds are expected to result in a reduction in carbon emissions from vehicles. By lowering the speed of vehicles, people will feel more secure when using the road network, which will encourage them to choose active modes of transportation more often. This, in turn, will decrease the number of cars on the road, leading to a reduction in carbon emissions from vehicles.
- 3.5 “A Guide to Improving School Transport Safety” revealed that 270 children have either been killed or seriously injured on the way to school or back between 2005 and 2009. This document also states that “While cycling is statistically the riskiest mode of travel, 65% of school child road casualties occur when walking.” The recommended solution proffered in this document is centred around improving road safety, particularly motorists’ speeds on routes leading to schools. Following the recommendation in this document, a citywide speed reduction will therefore be of great benefit to school children, this initiative will improve safety and the feeling of being safe as they travel to school and back, and in turn encourage walking and cycling.
- 3.6 To deliver 20mph speed limit across Scotland, the Scottish Government establish a Task Force who reviewed the outcome of the method used in setting 20mph speed limit elsewhere and lessons learned. The group established an effective and pragmatic approach that will ensure a level of consistency is applied on appropriate roads. A realistic approach where limits are both credible and likely to have the best chance of creating real change in road user behaviours from the outset was adopted.
- 3.7 In addition to the 20mph speed limit National Strategy, Aberdeen City Council’s Road Safety Plan 2023 to 2030 includes Action Point 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.”

3.8 Local authorities have been funded to assess their roads and determine where the 20mph speed reduction is applicable. Below are the criteria prescribed by the Scottish Government for road assessment:

a) Roads within 10m walk of an educational setting (e.g. primary, secondary, further & higher education)

b) Roads where the number of residential and/or retail premises fronting it (on one or both sides) exceeds 20 over a continuous length of between 400 - 600m.

c) Roads within 100m walk of a community centre, church, place of worship, sports facility, any hospital, GP or health centre.

d) Roads where the composition of users implies a lower speed of 20 mph will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)

e) Where the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) will be improved by implementing 20mph speed limits.

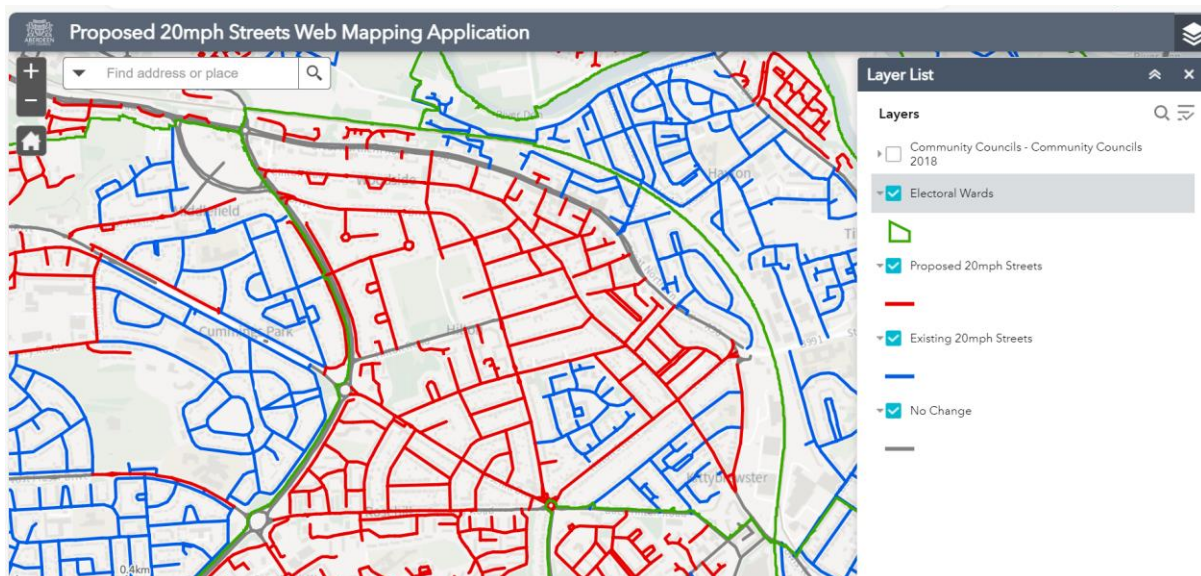
3.9 Aberdeen City Council employed a consultant who conducted a citywide assessment of the roads in Aberdeen to determine where speed limit reduction to 20mph is appropriate against the above criteria. In addition to the above criteria, A and B Class roads with minimal frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic will remain at 30mph. However, the majority of the current 30mph roads will now be 20mph.

3.10 Existing and proposed 20mph and 30mph speed limit.
It is proposed that 1,474 roads which are currently 30 mph are changed to 20 mph. Please see more information in table 1 below.

Table 1: Number of roads and applied speed limits

Speed limit	Existing Roads	Proposed Road changes	Final Roads Status
20mph	1203	1474	2677
30mph	1725	0	251
Total	2928	1474	2928

3.11 The full list of proposed new 20mph streets can be viewed in Appendix 2. Alternatively, use the link below to view list of proposed 20mph streets. (please note this map is currently in draft form and a finalised version will be made available within the final report) [Proposed 20mph Streets Web Mapping Application \(aberdeencity.gov.uk\)](http://Proposed20mphStreetsWebMappingApplication.aberdeencity.gov.uk).



(Sample of map interface, showing existing 20mph roads, roads where 20mph speed is being proposed and roads where no change has been proposed)

- 3.12 With regards to the implementation process, trial schemes have been implemented by other Local Authorities. As a result of these trials, Transport Scotland has guided that implementation of the reduced speed limit is undertaken using temporary traffic regulation orders (TTRO). TTRO are implemented under emergency powers with no consultation process. They would be implemented by placement of entry signs and repeaters throughout the area impacted. The impact of the changes could then be monitored to determine if a permanent reduction of speed limit was desirable. A permanent change would require a statutory stakeholder and public consultation to be undertaken prior to the TRO being made.
- 3.13 An alternative means of implementation would be the promotion of a permanent TRO. This would require a statutory stakeholder and public consultation to be undertaken to collate any objections prior to the implementation of any measures.
- 3.14 Officers have set out the advantages and disadvantages of both implementation options and a hybrid approach in Appendix 3. On balance officers recommend the hybrid approach for implementation based on the success of the extensive existing 20mph network citywide.

4. FINANCIAL IMPLICATIONS

- 4.1 The assessment and implementation process of this project is being funded by the Scottish Government. They have committed to cover the costs and provide support where possible towards a swift implementation.
- 4.2 This excludes staff time and advertisement of the TRO/ TTRO process. It is proposed that these costs are covered by the NHC Road Safety Budget in the delivery of our Road Safety Plan.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 The implementation of the proposals in this report will bring about reduction in noise and environmental pollution, the rate and severity of accidents will also be reduced.

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	Not approving the citywide 20mph speed limit change may imply Aberdeen City Council is negating its LOIP objective for PLACE.	The proposal/implementation of 20mph speed limit on streets that meets the requirements	L	Yes
Compliance	The 20mph speed limit change is a national strategy introduced by the Scottish Government, the rejection of the recommendations within this report will result in non-compliance with the Scottish Government's directive to local authorities.	A citywide assessment of speed limits in Aberdeen using the Scottish Governments criteria and subsequent implementation.	L	Yes
Operational	The volume and scale of this project could result in delays and varying implementation	Officers will draw up a realistic delivery plan, such as areas/zones, priority may be	L	Yes

	times across the city if the appropriate resources are not available to carryout and manage the workload.	given to areas around schools. Delivery plan will be considered in relation to current workloads. Furthermore, the Scottish Government has committed to supporting with external resources wherever suitable.		
Financial	No significant risks identified			
Reputational	Non-implementation of the proposal will be inconsistent with the rest of Scotland.	The assessment and proposal of 20mph speed limit on qualifying streets.	L	Yes
Environment / Climate	If the recommendations within this report are not approved, Aberdeen City Council's Local Transport Strategy to reduce carbon emission may be compromised.	Successful implementation of 20mph speed limit on street that meets the set criteria	L	Yes

8. OUTCOMES

<u>Council Delivery Plan 2024</u>	
Impact of Report	
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	The proposals within this report supports - Expanding mandatory 20mph speed limits in residential and other areas where this is supported by communities.
<u>Local Outcome Improvement Plan</u>	
Prosperous Place Stretch Outcomes	The proposals in this report support the delivery of LOIP stretch outcome 13, reducing the speed limit in built up areas will result a safer road network where walking and cycling will be encouraged and as a result, reduced emission thereby addressing the issue of climate change.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	No additional impact assessment has been completed for this report.

10. BACKGROUND PAPERS

- 10.1 https://framework.roadsafety.scot/info_hub/scotlands-national-strategy-for-20-mph-speed-limits/
- 10.2 https://www.20splenty.org/scotgov_says_20splenty
- 10.3 [FAQ's for Scotland's National Strategy for 20 mph Speed Limits – Scotland's Road Safety Framework](#)
- 10.4 <https://www.transport.gov.scot/news/scotland-s-road-safety-framework-to-2030/#Transcript>
- 10.5 <https://www.transport.gov.scot/media/49893/scotlands-road-safety-framework-to-2030.pdf>
- 10.6 https://www.transport.gov.scot/media/6116/improving_school_transport_safety_-_guide_-_final.pdf

11. APPENDICES

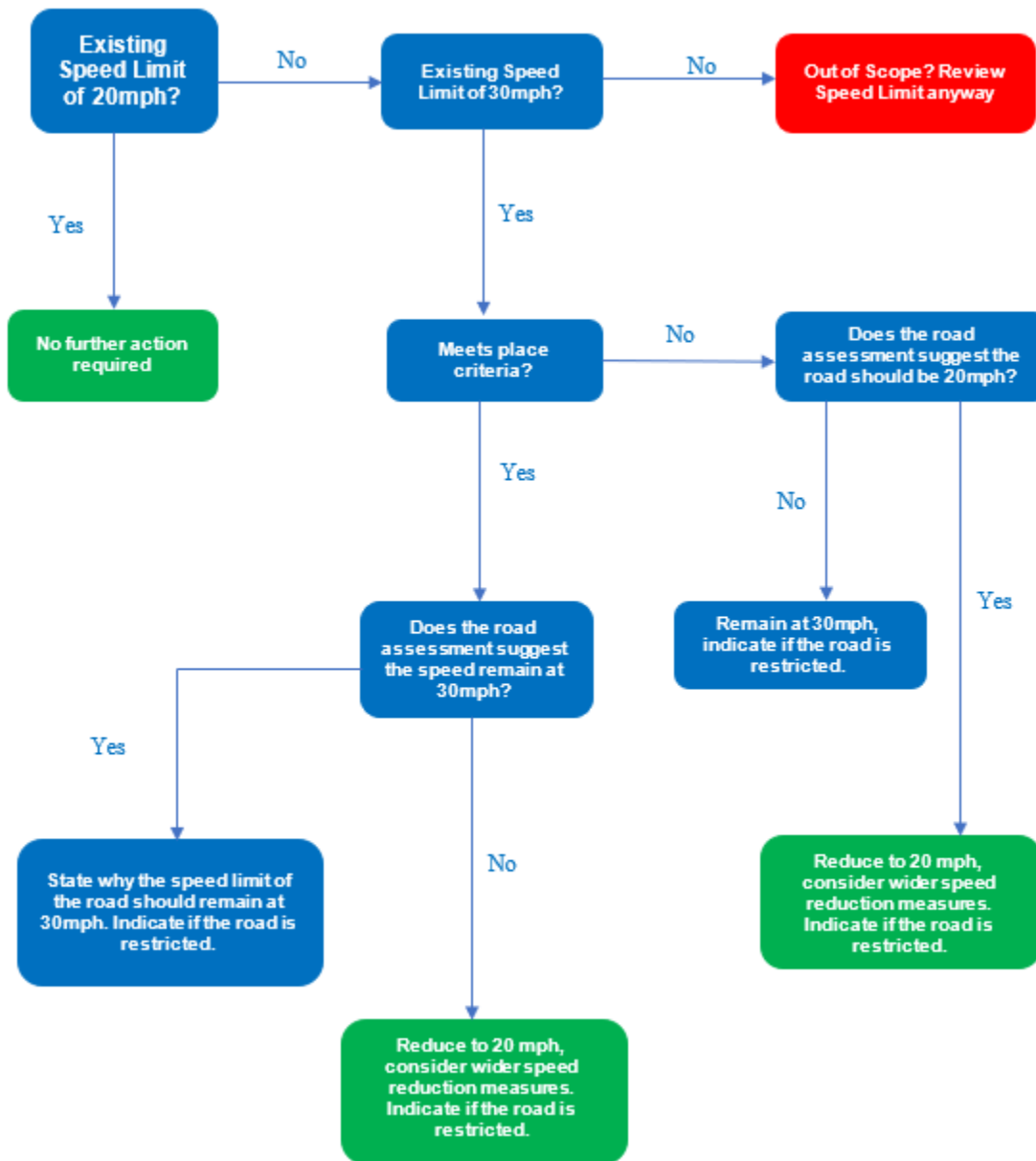
- 11.1 Appendix 1 - 20mph assessment process
- 11.2 Appendix 2 - Proposed 20mph streets
- 11.3 Appendix 3 - Implementation Process Appraisal

12. REPORT AUTHOR CONTACT DETAILS

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Appendix 1

20mph assessment process



Appendix 2

Proposed 20mph streets

1	Abbey Lane	81	Baillieswells Place	161	Brebner Terrace	241	Caimfield Circle	321	Cloverfield Grove
2	Abbey Place	82	Baillieswells Road	162	Bridge Street	242	Caimfield Crescent	322	Cloverfield Place
3	Abbey Road	83	Baillieswells Terrace	163	Brierfield Road	243	Caimfield Place	323	Cloverhill Crescent
4	Abbey Square	84	Balfroon Place	164	Brierfield Terrace	244	Caimfield Place Lane	324	Coldstone Avenue
5	Abbotsford Lane	85	Balgownie Brae	165	Bright Street	245	Caimfold Road	325	Colt Walk
6	Abbotsford Place	86	Balgownie Crescent	166	Brighton Court	246	Caimgorm Place	326	Collieston Avenue
7	Advocates' Road	87	Balgownie Drive	167	Brighton Grange	247	Caimlee Avenue East	327	Collieston Circle
8	Airyhall Avenue	88	Balgownie Gardens	168	Brighton Place	248	Caimlee Park	328	Collieston Crescent
9	Airyhall Crescent	89	Balgownie Place	169	Brimmond Place	249	Caimlee Road	329	Collieston Drive
10	Airyhall Drive	90	Balgownie Road	170	Broaddykes Avenue	250	Caimlee Terrace	330	Collieston Path
11	Airyhall Gardens	91	Balgownie Way	171	Broaddykes Close	251	Caimside	331	Collieston Place
12	Airyhall Place	92	Balloch Way	172	Broaddykes Crescent	252	Caimvale Crescent	332	Collieston Road
13	Airyhall Road	93	Balmoral Place	173	Broaddykes Drive	253	Caimview Crescent	333	Collieston Street
14	Airyhall Terrace	94	Balmoral Road	174	Broaddykes Place	254	Caithness Road	334	Collieston Way
15	Albert Den	95	Balnagask Place	175	Broaddykes View	255	Caledonian Lane	335	Colonsay Crescent
16	Albert Lane	96	Balnagask Road	176	Broadfold Drive	256	Caledonian Place	336	Colsea Road
17	Albert Street	97	Bank Street	177	Broadfold Terrace	257	Calender Courtyard	337	Colsea Terrace
18	Albert Terrace	98	Bannerman Place	178	Brodinch Place	258	Calender Place	338	Colville Place
19	Albert Walk	99	Bannermill Place	179	Brodinch Road	259	Callum Crescent	339	Concraig Gardens
20	Albyn Grove	100	Barra Walk	180	Brooke Crescent	260	Callum Park	340	Concraig Park
21	Albyn Lane	101	Barvas Walk	181	Broomhill Road	261	Callum Path	341	Concraig Place
22	Albyn Place	102	Battock Place	182	Brough Place	262	Callum Wynd	342	Concraig Walk
23	Albyn Terrace	103	Baxter Place	183	Brown Street	263	Cameron Avenue	343	Constitution Street
24	Albyn Terrace Lane	104	Baxter Street	184	Brucklay Court	264	Cameron Drive	344	Copper Beech Court
25	Allan Street	105	Bayview Road	185	Brunswick Place	265	Cameron Place	345	Cordyce View
26	Allenvale Gardens	106	Bayview Road South	186	Buchanan Gardens	266	Cameron Road	346	Cormorant Brae
27	Allenvale Road	107	Beaconsfield Lane	187	Buchanan Place	267	Cameron Street	347	Cornhill Drive
28	Allison Close	108	Beaconsfield Place	188	Buchanan Road	268	Cameron Terrace	348	Cornhill Gardens
29	Altonhea Gardens	109	Beattie Avenue	189	Buckle Avenue	269	Cameron Way	349	Cornhill Road
30	Anderson Avenue	110	Beattie Place	190	Buckle Close	270	Camperdown Road	350	Cornhill Square
31	Anderson Drive	111	Beckram Close	191	Buckle Crescent	271	Camphill Estate	351	Cornhill Terrace
32	Anderson Lane	112	Beckram Terrace	192	Buckle Grove	272	Campsie Place	352	Cornhill Way
33	Anderson Road	113	Beech Manor	193	Buckle Road	273	Canal Place	353	Cornyaugh Road
34	Angusfield Avenue	114	Beech Tree Avenue	194	Buckle Walk	274	Canal Road	354	Coronation Road
35	Angusfield Lane	115	Beechgrove Terrace	195	Buckle Wynd	275	Canal Street	355	Corrennie Circle
36	Angusfield Place	116	Beechhill Gardens	196	Bucklerburn Close	276	Carden Place	356	Corse Avenue
37	Annat Bank	117	Beechwood Avenue	197	Bucklerburn Drive	277	Carlton Place	357	Corse Gardens
38	Annfield Terrace	118	Beechwood Place	198	Bucklerburn Park	278	Carnegie Crescent	358	Corse Wynd
39	Ardarroch Place	119	Beechwood Road	199	Bucklerburn Place	279	Carnegie Gardens	359	Corsehill Gardens
40	Ardarroch Road	120	Belfield Road	200	Bucklerburn View	280	Carrie Drive	360	Corunna Grove
41	Ardbeck Place	121	Belfield View	201	Bucklerburn Wynd	281	Carron Place	361	Corunna Place
42	Ardlair Terrace	122	Belmont Gardens	202	Bunstone Terrace	282	Cassie Close	362	Corunna Road
43	Ardross Street	123	Belmuir Gardens	203	Bunzeach Place	283	Castleton Crescent	363	Cottown Of Balgownie
44	Aryll Place	124	Berlone Circle	204	Burgess Place	284	Castleton Drive	364	Coull Gardens
45	Arran Avenue	125	Benbecula Road	205	Burnbanks Village	285	Castleton Lane	365	Coull Green
46	Ash Parade	126	Bemeray Place	206	Bumrae Avenue	286	Cedar Avenue	366	Countesswells Avenue
47	Ashgrove Avenue	127	Berryden Gardens	207	Bumrae Crescent	287	Centre Point	367	Countesswells Close
48	Ashgrove Gardens Nor	128	Berryden Mills	208	Bumrae Place	288	Charles Street	368	Countesswells Crescent
49	Ashgrove Gardens Sou	129	Berryden Park	209	Bumbutts Crescent	289	Charleston Circle	369	Countesswells Park Avenue
50	Ashgrove Place	130	Berryden Road	210	Burnett Close	290	Charleston Crescent	370	Countesswells Park Drive
51	Ashgrove Road	131	Berryden Roundabout	211	Burnett Drive	291	Charleston Road	371	Countesswells Park Place
52	Ash-Hill Drive	132	Berrywell Road	212	Burnett Road	292	Charleston Road North	372	Countesswells Park Road
53	Ash-Hill Place	133	Bervie Brow	213	Burnett Way	293	Charleston Walk	373	Countesswells Park Walk
54	Ash-Hill Road	134	Bethlin Mews	214	Burnieboozle Crescent	294	Charleston Way	374	Countesswells Place
55	Ash-Hill Way	135	Beldside Station Road	215	Burnieboozle Place	295	Charlie Devine Court	375	Countesswells Road
56	Ashley Road	136	Birch Road	216	Burns Gardens	296	Chattan Place	376	Countesswells Terrace
57	Ashvale Place	137	Birchfield Place	217	Burns Road	297	Cherry Road	377	Cove Road
58	Ashwood Avenue	138	Blackthorn Crescent	218	Burnside Drive	298	Chestnut Row	378	Craibstone Drive
59	Ashwood Circle	139	Blenheim Place	219	Burnside Road	299	Church Street	379	Craig Place
60	Ashwood Crescent	140	Bloomfield Court	220	Bute Way	300	Claremont Grove	380	Craigden
61	Ashwood Drive	141	Bloomfield Place	221	Bydand Place	301	Claremont Mews	381	Craighill Terrace
62	Ashwood Gardens	142	Bloomfield Road	222	Byron Avenue	302	Claremont Place	382	Craigie Loanings
63	Ashwood Grange	143	Bob Cooney Court	223	Byron Court	303	Claremont Street	383	Craigie Park
64	Ashwood Grove	144	Bob Tait Court	224	Byron Crescent	304	Clashnettie Place	384	Craigie Park Place
65	Ashwood Mews	145	Boddie Place	225	Byron Square	305	Clashrodne Avenue	385	Craigiebuckler Avenue
66	Ashwood Parade	146	Bon-Accord Street	226	Byron Terrace	306	Clashrodne Road	386	Craigiebuckler Drive
67	Ashwood Park	147	Bonnymuir Place	227	Cadenhead Place	307	Clashrodne Walk	387	Craigiebuckler Place
68	Ashwood Place	148	Bonnyview Drive	228	Cadenhead Road	308	Clashrodne Way	388	Craigiebuckler Terrace
69	Ashwood Road	149	Bonnyview Place	229	Calesdykes Crescent	309	Clerk Maxwell Crescent	389	Craigieburn Park
70	Aspen Place	150	Booth Place	230	Calesdykes Drive	310	Clifton Lane	390	Craigielea Avenue
71	Auchlea Place	151	Borrowstone Place	231	Calesdykes Road	311	Clifton Lane East	391	Craigielea Gardens
72	Auchlea Road	152	Boyd Orr Avenue	232	Calm Crescent	312	Clifton Place	392	Craigielea Mews
73	Auchlossan Court	153	Boyd Orr Place	233	Calm Gardens	313	Clifton Road	393	Craigmaroinn Gardens
74	Auchmill Road	154	Boyd Orr Walk	234	Calm Park	314	Cloghill Place	394	Craignook Road
75	Auchmill Terrace	155	Braefoot Road	235	Calm Road	315	Clova Crescent	395	Craigpark
76	Auchriny Circle	156	Braeside Avenue	236	Calm Walk	316	Clova Park	396	Craigton Avenue
77	Back Hillon Road	157	Braeside Place	237	Calmcry Avenue	317	Cloverdale Court	397	Craigton Crescent
78	Baillieswells Crescent	158	Braeside Terrace	238	Calmcry Crescent	318	Cloverfield Close	398	Craigton Drive
79	Baillieswells Drive	159	Brander Place	239	Calmcry Road	319	Cloverfield Court	399	Craigton Grove
80	Baillieswells Grove	160	Brebner Crescent	240	Calmcry Terrace	320	Cloverfield Gardens	400	Craigton Park

401	Craigton Road	481	Devenick Place	561	Fenerty Place	641	Gardner Place	721	Hillswick Road
402	Craigton Terrace	482	Deveron Road	562	Fergus Place	642	Gardner Road	722	Hillswick Walk
403	Crathie Terrace	483	Devonshire Road	563	Ferguson Street	643	Gardner Walk	723	Hillview Road
404	Crawton Ness	484	Dickson Terrace	564	Fern Crescent	644	Garmadale Lane	724	Hilton Avenue
405	Cromar Gardens	485	Dinbaith Place	565	Fern Place	645	Garthdee Farm Gardens	725	Hilton Circle
406	Crombie Circle	486	Dominies Road	566	Fern Way	646	Garthdee Farm Lane	726	Hilton Drive
407	Cromwell Gardens	487	Donald Dewar Court	567	Fernhill Drive	647	Garthdee Road	727	Hilton Heights
408	Cromwell Road	488	Donside Grove	568	Fernhill Place	648	George Street	728	Hilton Lane
409	Crookfold Gardens	489	Donside Place	569	Fernhill Road	649	Gilbert Road	729	Hilton Place
410	Crookfold Place	490	Donside Street	570	Fernie Brae	650	Gillespie Crescent	730	Hilton Road
411	Crosier Courtyard	491	Donside Village Square	571	Ferrielea Road	651	Gillespie Place	731	Hilton Street
412	Crosier Walk	492	Doolie Ness	572	Ferrochie Road	652	Girdleness Road	732	Hilton Terrace
413	Crown Crescent	493	Drinnies Crescent	573	Ferryhill Gardens	653	Girdleness Terrace	733	Hilton Walk
414	Crown Place	494	Dubford Avenue	574	Ferryhill Lane	654	Girdlestane Place	734	Holburn Road
415	Crown Street	495	Dubford Crescent	575	Ferryhill Place	655	Gladstone Place	735	Holburn Roundabout
416	Crown Terrace	496	Dubford Gardens	576	Ferryhill Road	656	Glashieburn Avenue	736	Holburn Street
417	Cruden Crescent	497	Dubford Grove	577	Ferryhill Terrace	657	Glenbervie Lane	737	Hopecroft Avenue
418	Cruden Park	498	Dubford Park	578	Fetach Walk	658	Glenbervie Road	738	Hopecroft Crescent
419	Cruikshank Crescent	499	Dubford Place	579	Fifehill Park	659	Glentannar Crescent	739	Hopecroft Drive
420	Cruives Courtyard	500	Dubford Rise	580	Fifehill Drive	660	Golf Road	740	Hopecroft Gardens
421	Cruives Walk	501	Dubford Road	581	Fifehill Gardens	661	Golfview Road	741	Hopecroft Road
422	Cults Court	502	Dubford Terrace	582	Fifehill Place	662	Gordon Avenue	742	Hopecroft Terrace
423	Cummings Park Terrac	503	Dubford Walk	583	Fifehill Street	663	Gordon Lane	743	Hopecroft Walk
424	Cuparstone Lane	504	Dulnain Road	584	Findhorn Place	664	Gordon Lennox Crescent	744	Hopetoun Avenue
425	Cuthbertson Grove	505	Dumgoyne Place	585	Findon Ness	665	Gordon Place	745	Hopetoun Court
426	Cuthbertson Walk	506	Dunbar Street	586	Finnan Brae	666	Gordon Road	746	Hopetoun Crescent
427	Cypress Avenue	507	Dumbennan Road	587	Finnan Place	667	Gordon Terrace	747	Hopetoun Drive
428	Cypress Grove	508	Dunlin Crescent	588	Fintray Road	668	Grampian Lane	748	Hopetoun Grange
429	Cypress Walk	509	Dunlin Road	589	Fittick Place	669	Grampian Place	749	Hopetoun Green
430	Dalheby Court	510	Dunmail Avenue	590	Foinavon Close	670	Grampian Road	750	Hopetoun Road
431	Dalmalk Crescent	511	Duthie Terrace	591	Fonhill Gardens East	671	Grandholm Avenue	751	Hopetoun Terrace
432	Dalmalk Terrace	512	Earl's Court Gardens	592	Fonhill Gardens West	672	Grandholm Crescent	752	Hosefield Avenue
433	Dancing Cairns Cresc	513	Earlspark Avenue	593	Fonhill Road	673	Grandholm Drive	753	Hosefield Lane
434	Dancing Cairns Place	514	Earlspark Circle	594	Fonhill Terrace	674	Grandholm Gardens	754	Hosefield Road
435	Danestone Place	515	Earlspark Crescent	595	Forbesfield Lane	675	Grandholm Grove	755	Howes Crescent
436	Danestone Terrace	516	Earlspark Drive	596	Forbesfield Road	676	Grandholm Street	756	Howes Drive
437	Davan Park	517	Earlspark Gardens	597	Forest Avenue	677	Grandholm Way	757	Howes Road
438	Davidson Drive	518	Earlspark Road	598	Forest Avenue Lane	678	Granitehill Road	758	Howes View
439	Davidston Square	519	Earlspark Way	599	Forest Road	679	Granton Gardens	759	Hunter Place
440	Deermount Avenue	520	Earlswells Drive	600	Foresterhill Court	680	Granton Place	760	Hutcheon Gardens
441	Deermount Gardens	521	Earlswells Place	601	Foresterhill Road	681	Great Northern Road	761	Hutcheon Low Drive
442	Deermount Road	522	Earlswells Road	602	Fountainhill Road	682	Great Southern Road	762	Hutcheon Low Place
443	Deermount Terrace	523	Earlswells View	603	Forrit Brae	683	Great Western Place	763	Hutcheon Street
444	Deer Park Drive	524	Earlswells Walk	604	Forvie Avenue	684	Great Western Road	764	Hutton Place
445	Deer Park Gardens	525	Earn's Heugh Avenue	605	Forvie Circle	685	Greenfern Avenue	765	Huxterstone Court
446	Deer Park Grove	526	Earn's Heugh Circle	606	Forvie Close	686	Greenfern Road	766	Huxterstone Drive
447	Deer Park Place	527	Earn's Heugh Crescent	607	Forvie Crescent	687	Greenmore Gardens	767	Huxterstone Place
448	Deer Park Walk	528	Earn's Heugh Place	608	Forvie Lane	688	Gregness Gardens	768	Huxterstone Terrace
449	Deer Road	529	Earn's Heugh View	609	Forvie Path	689	Griffin Lane	769	Hyde Park
450	Deeside Avenue	530	Earn's Heugh Walk	610	Forvie Place	690	Grove Crescent	770	Inchbrae Drive
451	Deeside Crescent	531	Earn's Heugh Way	611	Forvie Road	691	Hallfield Crescent	771	Inchbrae Road
452	Deeside Drive	532	Eastern Irving Lane	612	Forvie Street	692	Hallfield Road	772	Inchbrae Terrace
453	Deeside Gardens	533	Eldenside	613	Forvie Terrace	693	Hamilton Lane	773	Inverurie Road
454	Deeside Lane	534	Elder Place	614	Forvie Way	694	Hamilton Place	774	Irvine Place
455	Deeside Park	535	Elton Road	615	Fountainhall Road	695	Harcourt Road	775	Isla Place
456	Deeside Place	536	Endrick Place	616	Foveran Path	696	Hardgate	776	Jackson Terrace
457	Deeside Terrace	537	Eriskay Drive	617	Foveran Rise	697	Hardgate Lane	777	James Street
458	Delgaty Lane	538	Erroll Street	618	Foveran Street	698	Harehill Road	778	Jesmond Avenue
459	Denbank Crescent	539	Esk Place	619	Foveran Way	699	Harlaw Place	779	Jesmond Avenue North
460	Denbank Way	540	Esplanade	620	Fowlershill Gardens	700	Harlaw Road	780	Jesmond Circle
461	Denhead	541	Fairley Den	621	Fraser Place	701	Harlaw Terrace	781	Jesmond Drive
462	Denmore Gardens	542	Fairley Road	622	Fraserfield Gardens	702	Harthill Place	782	Jesmond Gardens
463	Denseat Court	543	Fairview Avenue	623	Froghall Gardens	703	Hartington Road	783	Jesmond Grange
464	Denview Mews	544	Fairview Circle	624	Froghall Road	704	Hayfield Crescent	784	Jesmond Grove
465	Denview Way	545	Fairview Crescent	625	Froghall Terrace	705	Hayfield Place	785	Jesmond Road
466	Denview Wynd	546	Fairview Gardens	626	Froghall View	706	Hazledene Road	786	Jesmond Square
467	Derbeth Crescent	547	Fairview Grange	627	Gadie Crescent	707	Headland Court	787	Jesmond Square North
468	Derbeth Grange	548	Fairview Grove	628	Gaim Circle	708	Heald Place	788	John Arthur Court
469	Derbeth Manor	549	Fairview Parade	629	Gaim Crescent	709	Heald Road	789	John Porter Place
470	Derbeth Park	550	Fairview Park	630	Gaim Mews	710	Heald Street	790	John Porter Wynd
471	Derbeth Place	551	Fairview Place	631	Gaim Road	711	Heartwood Courtyard	791	John Street
472	Derbeth Walk	552	Fairview Road	632	Gaim Terrace	712	Heathryfold Circle	792	Johns Park Place
473	Desswood Place	553	Fairview Street	633	Gaitside Crescent	713	Heathryfold Drive	793	Johnston Gardens
474	Devanha Crescent	554	Fairview Terrace	634	Gaitside Drive	714	Heathryfold Place	794	Jura Place
475	Devanha Gardens	555	Fairview Walk	635	Gaitside Place	715	Hetherwick Road	795	Jute Street
476	Devanha Gardens East	556	Fairview Way	636	Gaithside Road	716	Highgate Gardens	796	Kemnay Place
477	Devanha Gardens South	557	Fairview Wynd	637	Gaitside Terrace	717	Hillocks Way	797	Kenfield Place
478	Devanha Gardens West	558	Farburn Terrace	638	Gallowhill Terrace	718	Hillside Crescent	798	Kepplehills Drive
479	Devanha Lane	559	Farrier Lane	639	Gardner Crescent	719	Hillside Place	799	Kepplehills Road
480	Devanha Terrace	560	Fasslefern Avenue	640	Gardner Drive	720	Hillside Road	800	Kerloch Gardens

801	Kerloch Place	881	Lochside Way	961	Middleton Road	1041	Northcote Hill	1121	Princess Road
802	Kildrummy Road	882	Lochview Drive	962	Middleton Terrace	1042	Northcote Park	1122	Princess Terrace
803	Kinaldie Crescent	883	Lochview Place	963	Middleton Way	1043	Northcote Road	1123	Princess Walk
804	King Robert's Place	884	Lochview Way	964	Midmar Crescent	1044	Old Church Road	1124	Printfield Terrace
805	King Robert's Way	885	Loirston Place	965	Midmar Park	1045	Old Ferry Road	1125	Printfield Walk
806	King Street	886	Loirston Road	966	Midmar View	1046	Old School Lane	1126	Priory Park
807	King's Crescent	887	Long Craig Grove	967	Midmar Walk	1047	Old Skene Road	1127	Prospect Court
808	King's Gate	888	Long Craig Street	968	Midstocket Mews	1048	Oldcroft Place	1128	Prospect Terrace
809	Kingsford Road	889	Long Craig Walk	969	Midstocket Road	1049	Oldcroft Terrace	1129	Prospecthill Road
810	Kings's Crescent	890	Longview Terrace	970	Midstocket View	1050	Oldmeldrum Road	1130	Provost Fraser Drive
811	Kingswalk	891	Lossie Place	971	Migvie Avenue	1051	Oldtown Place	1131	Provost Mitchell Circle
812	Kingsway	892	Louden Place	972	Migvie Gardens	1052	Oldtown Terrace	1132	Provost Rust Drive
813	Kingswells Avenue	893	Louisville Avenue	973	Migvie Grove	1053	Orchard Street	1133	Provost Watt Drive
814	Kingswells Drive	894	Lower Denburn	974	Migvie Lea	1054	Orkney Avenue	1134	Quarry Road
815	Kingswood Avenue	895	Macaulay Drive	975	Mile-End Avenue	1055	Osborne Place	1135	Queen Street
816	Kingswood Crescent	896	Macaulay Gardens	976	Mile-End Avenue Lane	1056	Oscar Place	1136	Queen's Avenue
817	Kingswood Drive	897	Macaulay Grange	977	Mile-End Lane	1057	Oscar Road	1137	Queen's Cross
818	Kingswood Gardens	898	Macaulay Park	978	Mile-End Place	1058	Oyne Road	1138	Queen's Den
819	Kingswood Grove	899	Macaulay Place	979	Mill Lade Wynd	1059	Papermill Avenue	1139	Queen's Gardens
820	Kingswood Mews	900	Macaulay Walk	980	Mill Park Crescent	1060	Papermill Drive	1140	Queen's Gate
821	Kingswood Path	901	Mackay Road	981	Mill Park View	1061	Papermill Gardens	1141	Queen's Lane South
822	Kingswood Road	902	Maidencraig Court	982	Millburn Street	1062	Papermill Grove	1142	Queen's Road
823	Kingswood Walk	903	Maidencraig Crescent	983	Miliden Road	1063	Park Road	1143	Raasay Gardens
824	Kirkell Road	904	Maidencraig Drive	984	Mileath Walk	1064	Park Road Court	1144	Raeden Avenue
825	Kinord Circle	905	Maidencraig Place	985	Miller Street	1065	Park Street	1145	Raeden Court
826	Kirk Brae	906	Maidencraig View	986	Miltimber Brae	1066	Partan Skelly Avenue	1146	Raeden Crescent
827	Kirk Brae Court	907	Maidencraig Walk	987	Miltimber Brae East	1067	Partan Skelly Way	1147	Raeden Park Road
828	Kirk Brae Mews	908	Maidencraig Way	988	Miltonfold	1068	Pentland Close	1148	Raeden Place
829	Kirkhill Place	909	Malcolm Road	989	Miltonfold Court	1069	Pentland Road	1149	Ramsay Gardens
830	Kirkhill Road	910	Manor Avenue	990	Monach Terrace	1070	Petrie Way	1150	Ramsay Place
831	Kirkwall Avenue	911	Manor Place	991	Monymusk Terrace	1071	Phoenix Place	1151	Raxton Place
832	Laburnum Walk	912	Manse Road	992	Moray Place	1072	Pine Tree Gardens	1152	Redwood Crescent
833	Ladywell Place	913	Mansefield Place	993	Morgan Road	1073	Pine Tree Place	1153	Regent Quay
834	Laird Gardens	914	Mansefield Road	994	Morningfield Mews	1074	Pine Tree View	1154	Regent Walk
835	Lang Stracht	915	Maple Place	995	Morningfield Road	1075	Pine Tree Way	1155	Richmondhill Gardens
836	Larch Road	916	Marchbank Road	996	Morningside Avenue	1076	Pinecrest Circle	1156	Ridgeway Grove
837	Laurel Avenue	917	Marchburn Avenue	997	Morningside Crescent	1077	Pinecrest Drive	1157	Riverside Drive
838	Laurel Braes	918	Marchburn Court Road	998	Morningside Place	1078	Pinecrest Gardens	1158	Riverside Terrace
839	Laurel Drive	919	Marchburn Crescent	999	Morningside Terrace	1079	Pinecrest Walk	1159	Rona Place
840	Laurel Gardens	920	Marchburn Drive	1000	Morrison's Croft Crescent	1080	Pinedale Way	1160	Rosebank Gardens
841	Laurel Grove	921	Marchburn Lane	1001	Morven Place	1081	Pinedale Wynd	1161	Rosebank Terrace
842	Laurel Park	922	Marchburn Park	1002	Mosman Gardens	1082	Pinewood Avenue	1162	Rosebery Lane
843	Laurel Road	923	Marchburn Place	1003	Mosman Place	1083	Pinewood Court	1163	Rosebery Street
844	Laurel Terrace	924	Marchburn Road	1004	Mount Pleasant	1084	Pinewood Crescent	1164	Rosehill Avenue
845	Laurel View	925	Marchburn Terrace	1005	Mounthooly Roundabout	1085	Pinewood Gardens	1165	Rosehill Crescent
846	Laurel Wynd	926	Marchmont Place	1006	Mounthooly Way	1086	Pinewood Place	1166	Rosehill Drive
847	Laverock Braes Cresc	927	Marchmont Street	1007	Muglemoss Road	1087	Pinewood Road	1167	Rosehill Place
848	Laverock Braes Drive	928	Margaret Place	1008	Muirton Crescent	1088	Pinewood Terrace	1168	Rosehill Terrace
849	Laverock Braes Garde	929	Marine Court	1009	Mull Way	1089	Pinewood Walk	1169	Rosemary Way
850	Laverock Braes Road	930	Marine Lane	1010	Munro Road	1090	Pirie's Court	1170	Rosemount Terrace
851	Laverock Braes Wynd	931	Marine Terrace	1011	Murray Terrace	1091	Pirie's Lane	1171	Rosewell Drive
852	Laws Drive	932	Marischal Gardens	1012	Murtie Mill	1092	Pittfichie Lane	1172	Rosewell Place
853	Laws Road	933	Market Street	1013	Nerfield Place	1093	Pittfichie Place	1173	Rosewell Terrace
854	Learnay Place	934	Marlpool Place	1014	Nelson Lane	1094	Pitmedden Avenue	1174	Roslin Place
855	Leggart Avenue	935	Maryville Park	1015	Nelson Street	1095	Pitmedden Drive	1175	Roslin Street
856	Leggart Crescent	936	Maryville Place	1016	Ness Place	1096	Pitmedden Mews	1176	Rowan Road
857	Leggart Place	937	Matthews Road	1017	Netherhills Avenue	1097	Pitmedden Way	1177	Roylefold Crescent
858	Leggart Road	938	Mayfield Gardens	1018	Netherhills Place	1098	Pittengullies Brae	1178	Rubislaw Den Gardens
859	Leggart Terrace	939	McDonald Court	1019	Nethenview Avenue	1099	Pittengullies Circle	1179	Rubislaw Den North
860	Lerwick Road	940	Meadow Lane	1020	New Fox Lane	1100	Pittodrie Lane	1180	Rubislaw Den South
861	Leslie Road	941	Meadow Place	1021	New Pier Road	1101	Pittodrie Place	1181	Ruthrie Gardens
862	Lewis Court	942	Mealmarket Street	1022	Newburgh Circle	1102	Pittodrie Street	1182	Ruthrie Road
863	Lewis Drive	943	Melrose Walk	1023	Newburgh Crescent	1103	Plane Tree Road	1183	Ruthrie Terrace
864	Lewis Road	944	Menzies Road	1024	Newburgh Drive	1104	Plum Lane	1184	Ruthrieston Circle
865	Lewisvale	945	Merkland Lane	1025	Newburgh Path	1105	Pocra Quay	1185	Ruthrieston Crescent
866	Lickleyhead Way	946	Merkland Place	1026	Newburgh Place	1106	Polo Gardens	1186	Ruthrieston Gardens
867	Liddell Place	947	Merkland Road	1027	Newburgh Road	1107	Polo Park	1187	Ruthrieston Place
868	Links Street	948	Merkland Road East	1028	Newburgh Street	1108	Polwarth Road	1188	Ruthrieston Road
869	Linksfield Place	949	Mid Stocket Road	1029	Newburgh Way	1109	Poplar Road	1189	Ruthrieston Terrace
870	Lintmill Place	950	Middle Brae	1030	Newhills Avenue	1110	Portland Street	1190	Scalpay Walk
871	Lintmill Terrace	951	Middlefield Crescent	1031	Nigg Kirk Road	1111	Portree Avenue	1191	School Avenue
872	Lismore Gardens	952	Middlefield Place	1032	North Anderson Drive	1112	Powis Lane	1192	School Crescent
873	Lochnagar Crescent	953	Middlefield Terrace	1033	North Balmgask Road	1113	Powis Place	1193	School Drive
874	Lochnagar Road	954	Middlefield Walk	1034	North Deeside Road	1114	Primrosehill Drive	1194	School Lane
875	Lochside Avenue	955	Middleton Circle	1035	North Donside Road	1115	Primrosehill Gardens	1195	School Place
876	Lochside Crescent	956	Middleton Close	1036	North Gramplan Circle	1116	Primrosehill Place	1196	School Road
877	Lochside Drive	957	Middleton Crescent	1037	Northburn Avenue	1117	Prince Arthur Street	1197	Sciattie Circle
878	Lochside Place	958	Middleton Drive	1038	Northburn Lane	1118	Princess Crescent	1198	Sciattie Crescent
879	Lochside Road	959	Middleton Grove	1039	Northcote Avenue	1119	Princess Drive	1199	Sciattie Park
880	Lochside Terrace	960	Middleton Path	1040	Northcote Crescent	1120	Princess Place	1200	Sciattie Place

1201	Sciattie Walk	1281	Springfield Road	1361	Urquhart Street	1441	Whitestripes Road
1202	Scotstown Gardens	1282	Springhill Crescent	1362	Usan Ness	1442	Whitestripes Street
1203	Scotstown Road	1283	Springhill Road	1363	Valentine Crescent	1443	Whitestripes Way
1204	Scurdie Ness	1284	Springhill Terrace	1364	Valentine Drive	1444	Willowbank Road
1205	Scylla Drive	1285	St Clair Street	1365	Valentine Road	1445	Willowdale Place
1206	Scylla Gardens	1286	St Clement Street	1366	Victoria Road	1446	Windford Road
1207	Scylla Grove	1287	St Devenick's Crescent	1367	Victoria Street	1447	Windford Square
1208	Seafeld Court	1288	St Devenicks Mews	1368	Viewfield Avenue	1448	Wisely Gardens
1209	Seafeld Road	1289	St John's Road	1369	Viewfield Road	1449	Wisely Place
1210	Seaforth Road	1290	St John's Terrace	1370	Village Centre	1450	Wisely Wynd
1211	Seal Craig Gardens	1291	St Machar Drive	1371	Virginia Street	1451	Wishart Place
1212	Seaton Avenue	1292	St Ninian's Close	1372	Walker Gardens	1452	Wood Street
1213	Seaton Crescent	1293	St Ninian's Place	1373	Walker Lane	1453	Wood Street Lane
1214	Seaton Drive	1294	St Peter Lane	1374	Walker Place	1454	Woodburn Avenue
1215	Seaton Gardens	1295	St Peter Street	1375	Walker Road	1455	Woodburn Crescent
1216	Seaton Lane	1296	St Peter's Gate	1376	Wallacebrae Avenue	1456	Woodburn Gardens
1217	Seaton Place East	1297	St Ronan's Circle	1377	Wallacebrae Crescent	1457	Woodburn Place
1218	Seaton Road	1298	St Ronan's Crescent	1378	Wallacebrae Drive	1458	Woodcroft Avenue
1219	Seaton Roundabout	1299	St Ronan's Drive	1379	Wallacebrae Gardens	1459	Woodcroft Gardens
1220	Seaview Avenue	1300	St Ronan's Place	1380	Wallacebrae Path	1460	Woodcroft Grove
1221	Seaview Circle	1301	St Swithin Street	1381	Wallacebrae Place	1461	Woodcroft Road
1222	Seaview Close	1302	Stanley Street	1382	Wallacebrae Road	1462	Woodcroft Walk
1223	Seaview Crescent	1303	Station Road	1383	Wallacebrae Terrace	1463	Woodend Avenue
1224	Seaview Drive	1304	Station Road East	1384	Wallacebrae Walk	1464	Woodend Crescent
1225	Seaview Place	1305	Stewart Park Place	1385	Wallacebrae Wynd	1465	Woodend Drive
1226	Seaview Road	1306	Stocket Grange	1386	Wardhead Place	1466	Woodend Place
1227	Seaview Terrace	1307	Stockethill Crescent	1387	Waterton Garden	1467	Woodend Road
1228	Sheddocksley Drive	1308	Stockethill Lane	1388	Waterton Lawn	1468	Woodend Terrace
1229	Sheddocksley Road	1309	Stockethill Way	1389	Waulkmill Crescent	1469	Woodlands Avenue
1230	Shepherd Place	1310	Stoneyhill Terrace	1390	Waulkmill Road	1470	Woodlands Crescent
1231	Shetland Walk	1311	Stoneywood Brae	1391	Weavers Row	1471	Woodlands Gardens
1232	Shieldhill Gardens	1312	Stoneywood Road	1392	Webster Road	1472	Woodlands Terrace
1233	Shiehill Gardens	1313	Stoneywood Terrace	1393	Weigh-House Square	1473	Woodlands Walk
1234	Shore Lane	1314	Stoneywood Terrace Lan	1394	Wellington Place	1474	Ythan Road
1235	Simpson Road	1315	Stornoway Crescent	1395	Wellington Road		
1236	Sinclair Crescent	1316	Strathbeg Place	1396	Wellside Avenue		
1237	Sinclair Place	1317	Strathburn Street	1397	Wellside Circle		
1238	Sinclair Terrace	1318	Strathmore Drive	1398	Wellside Close		
1239	Six Roads Roundabout	1319	Stroma Terrace	1399	Wellside End		
1240	Skelly Rock	1320	Sumburgh Crescent	1400	Wellside Gardens		
1241	Skene Place	1321	Summer Place	1401	Wellside Park		
1242	Skene Road	1322	Summer Street	1402	Wellside Place		
1243	Skene Street	1323	Summerhill Drive	1403	Wellside Road		
1244	Skye Road	1324	Summerhill Road	1404	Wellside Walk		
1245	Slains Avenue	1325	Sutton Street	1405	Wellside Wynd		
1246	Slains Circle	1326	Sycamore Place	1406	Westbank		
1247	Slains Lane	1327	Tanfield Avenue	1407	Westburn Court		
1248	Slains Place	1328	Tanfield Walk	1408	Westburn Road		
1249	Slains Road	1329	Taransay Crescent	1409	Western Lane		
1250	Slains Street	1330	Taransay Road	1410	Western Road		
1251	Slains Terrace	1331	Tarbothill Court	1411	Westerton Crescent		
1252	Slessor Drive	1332	Tarbothill Road	1412	Westerton Place		
1253	Slessor Road	1333	Tay Road	1413	Westfield Road		
1254	Slule Drive	1334	Tem Road	1414	Westfield Terrace		
1255	Smith Court	1335	Teviot Road	1415	Westholme Avenue		
1256	Smithfield Lane	1336	The Bush	1416	Westholme Crescent North		
1257	Smithfield Road	1337	The Walled Gardens	1417	Westholme Crescent South		
1258	Smithyhaugh Road	1338	Theatre Lane	1418	Westholme Terrace		
1259	Society Lane	1339	Tillydrone Avenue	1419	Whinhill Gardens		
1260	South Anderson Drive	1340	Tillydrone Roundabout	1420	Whinhill Road		
1261	South Avenue	1341	Tiree Crescent	1421	Whitehall Place		
1262	South College Street	1342	Todhead Gardens	1422	Whitehall Road		
1263	South Crown Street	1343	Todlaw Walk	1423	Whitehall Terrace		
1264	South Grampian Circle	1344	Tollohill Lane	1424	Whitehills Crescent		
1265	South Mile End	1345	Tollohill Square	1425	Whitehills Drive		
1266	Southesk Place	1346	Tomashean Gardens	1426	Whitehills Gardens		
1267	Spademill Lane	1347	Towerview Road	1427	Whitehills Park		
1268	Spademill Road	1348	Tullos Circle	1428	Whitehills Path		
1269	Spark Terrace	1349	Tullos Crescent	1429	Whitehills Place		
1270	Spey Road	1350	Tullos Place	1430	Whitehills Rise		
1271	Spey Terrace	1351	Ugie Place	1431	Whitehills Row		
1272	Spital	1352	Uist Road	1432	Whitehills Street		
1273	Springbank Terrace	1353	Union Grove	1433	Whitehills Way		
1274	Springdale Court	1354	Union Grove Lane	1434	Whitehills Wynd		
1275	Springdale Crescent	1355	Union Row	1435	Whiterashes		
1276	Springdale Park	1356	University Court	1436	Whitestripes Close		
1277	Springdale Place	1357	Upper Mastrick Way	1437	Whitestripes Crescent		
1278	Springdale Road	1358	Urquhart Lane	1438	Whitestripes Drive		
1279	Springfield Gardens	1359	Urquhart Place	1439	Whitestripes Path		
1280	Springfield Place	1360	Urquhart Road	1440	Whitestripes Place		

Appendix 3: Implementation Process Appraisal

Option 1	
Permanent Traffic Regulation Order (TRO)	
Advantages	Disadvantages
Allows public and stakeholder consultation prior to implementation. Public opinion can be determined.	Will take more time to implement particularly if there are objections raised.
Promoting a TRO will eliminate duplicate work, save time and cost.	A lengthy procedure is required to reverse a prohibition once made.
Option 2	
Temporary Traffic Regulation Order (TTRO)	
Advantages	Disadvantages
Quick implementation of prohibition as consultation is not required	Possible criticism and complaint from members of the public as there would be no advance consultation.
Gives Officers the opportunity to monitor and review prohibition. A permanent order will not be promoted where prohibition is deemed inappropriate or not meeting requirement	A TTRO will result in additional cost and staff time.
Option 3	
<p>Hybrid, where using local knowledge, officers will promote a TRO in the majority of the proposed streets due to their residential nature. While a TTRO is promoted in marginal streets where the layout and environment do not meet those conditions usually required for a self enforcing reduced speed limit however the place criteria are met i.e. main thoroughfares or short sections of road abutting proposed or existing 20mph stretches.</p>	
Advantages	Disadvantages
Appropriate option will be applied to each street based on their character and layout.	Possible criticism and complaint from residents of streets where TTRO is promoted as there would be no advance consultation on such streets
This option will ensure efficiency and effectiveness as it will save staff time and cost	
Public opinion can be determined in majority of the proposed streets since public and stakeholder consultation will be conducted prior to implementation.	
Allows a trial period on streets with TTRO as officers will be able to monitor and review prohibition.	

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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Implementation of Pavement Parking Prohibition
REPORT NUMBER	CR&E/24/140
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Tolu Olowoleru
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 Following the Scottish Government's initiative to ban pavement parking in Scotland, Aberdeen City Council carried out a citywide assessment of roads and their associated pavements using the criteria set by the Scottish Government. During this assessment, some pavements were identified for exemption from the prohibition, for example, to ensure safe access for emergency vehicles.

We are now seeking the Committee's approval to start the implementation of pavement parking prohibition, double parking, and parking at dropped kerbs, in Aberdeen and permission to proceed with exemption process for the identified streets listed in section 3.5.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 acknowledges the Scottish Government's directive to local authorities regarding the pavement parking, double parking and parking at dropped kerbs, prohibitions;
- 2.2 authorises officers (whether City Wardens, officers in the Parking and Bus Lane Appeals Team or other officers) to undertake, arrange to be undertaken, authorise and instruct, all activity relating to parking enforcement (including but not limited to enforcement of pavement parking, double parking and parking at dropped kerbs) in terms of the Transport (Scotland) Act 2019 and the Parking Prohibitions (Enforcement and Accounts) (Scotland) Regulations 2023, excluding streets that are to be exempted from the pavement parking prohibition;
- 2.3 instructs the Chief Officer Operations to remove existing signs in relation to existing pavement parking bans; and

- 2.4 instructs the Chief Officer Operations to undertake the Traffic Regulation Order (TRO) process necessary for the exemption of the streets listed in section 3.5 from the pavement parking prohibition and report back to this committee any objections received. If no objections are received, the TRO should be made, and the exemptions implemented on site.

3. CURRENT SITUATION

- 3.1 A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not be possible in some streets, the use and layout of some roads might require footway parking to maximize the carriageway width. Hence, the Scottish Government outlined criteria for exempting a road from the prohibition.

- 3.2 According to the Scottish Government, each street must be considered based on their individual merits and in the context of the immediate area. Accompanying this Prohibition are Ministerial Directions with guidance on specific characteristics, footways or carriageway associated with it, must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics.

For a footway to be exempted, it must allow for a width of 1.5 metres of the footway to remain unobstructed when any part of a vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it.

- 3.3 Apart from the ban on pavement parking, there is also a ban on double parking and parking at dropped kerbs. The dropped kerb ban applies where the pavement has been lowered to meet the level of the carriageway, or the carriageway has been raised to meet the level of the footway to assist pedestrians or cyclists to cross the carriageway safely.
- 3.4 The Scottish Government announced Pavement Parking Enforcement in Scotland to start from 11 December 2023, however, the process of procuring a contractor and assessment of pavements and roads in Aberdeen lasted longer than expected, resulting in a delay in enforcement.
- 3.5 Following the guideline in the Ministerial Directions, our consultant carried out a citywide pavement/carriageway assessment to determine streets where pavement parking currently existed but could be exemption.

The following streets were identified to require an exemption.

- Cairngorm Gardens (Kincorth / Nigg / Cove)
- Murray Terrace (Torry / Ferryhill)
- Elmbank Terrace (inset) (George Street / Harbour)
- Jackson Terrace (George Street / Harbour)

- South Square (George Street / Harbour)
- Hunter Place (George Street / Harbour)
- Froghall Avenue (George Street / Harbour)
- Leslie Road (Hilton / Woodside / Stockethill)
- Bedford Avenue (Tillydrone / Seaton / Old Aberdeen)
- Elm Place (Midsocket / Rosemount)
- Countesswells Road (Airyhall / Broomhill / Garthdee)
- Great Northern Road (Airyhall / Broomhill / Garthdee)

3.6 The citywide pavement/carriageway assessment and exemption of the pavement above were deemed essential because, the implication of not exempting streets with these characteristics could compromise road safety, impede vehicular access to properties on the street, reduced visibility, damage to vehicles etc.

3.7 It should be noted that the other streets where pavement parking currently exists, have been reviewed and have not met the criteria. Hence, pavement parking prohibitions will be enforced on those roads. However, alternative traffic management measures may also be proposed for some of these routes, to guide drivers to safe and improved parking patterns. These additional measures, waiting restrictions, will be promoted through the Traffic Regulation Order process under delegated authority with a report being made to this committee, if objections are received.

3.8 It is proposed to commence a citywide enforcement of pavement parking, double parking and parking at dropped kerbs prohibition, however, initially excluding streets that are to be exempted from the pavement parking prohibition. This will allow officers conduct the necessary consultation and to process the traffic regulation order needed for the implementation of the pavement parking exemption in the identified streets enabling full enforcement to be undertaken.

4. FINANCIAL IMPLICATIONS

4.1 There should be no direct financial implications on Aberdeen City Council arising from the recommendations in this report. Transport Scotland is currently deciding funding allocations for the various local authorities.

4.2 A penalty charge of £100 is payable in respect of a contravention. If a penalty charge is paid before the end of a period of 14 days beginning with the date on which notice of the penalty charge is given, the penalty charge is reduced by 50%. Income to the parking budget from this is expected to be minimal once the public become aware and react to the new enforcement arrangements.

4.3 There will be costs incurred in the removal of existing pavement parking bans in place within Aberdeen prior to the new legislation being put into place. These costs are anticipated to be around £3,000 and are to be covered by Road Safety Traffic Management budget.

5. LEGAL IMPLICATIONS

- 5.1 This report seeks permission to commence enforcement in line with The Parking Prohibitions (Enforcement and Accounts) (Scotland) Regulations 2023 which came into force on 11th December 2023.
- 5.2 Enforcement will be undertaken by City Wardens, supported by Parking Appeals and Traffic Management teams.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The implementation of the project will result in appropriate use and delineation of the pavement and carriageway space in residential areas. Adequate and safe accessibility consideration is given to pedestrians, car owners and emergency vehicles.
- 6.2 Pavements are not designed to take the weight of vehicle parking, therefore where pavement parking is prevalent, surfaces and kerbs can be damaged and require greater maintenance than where there is pedestrian traffic only. Services underneath the surfacing can also be more prone to damage from pavement parking. These factors have environmental impacts from increased use of materials, machinery and creation of waste. The number of locations to be exempted has been kept to a minimum to reduce these costs and environmental impacts.

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	The safety of pedestrians, particularly the vulnerable ones could be compromised if measures are not progressed	Roads that are not suitable for pavement parking prohibitions will be exempted from the prohibition	L	Yes
Compliance	The pavement parking prohibition is a Scottish Government's initiative, rejection of the recommendation within this report will result in non-	A citywide assessment of roads and pavements in Aberdeen using the Scottish Government's criteria.	L	Yes

	compliance with the Scottish Government's directives.			
Operational	Current workloads and team vacancies may pose as a limitation in implementing and enforcing this prohibition.	The Scottish Government has pledged support with resources, we hope this will enable Officers meet the necessary process needed for the implementation of this prohibition.	L	Yes
Financial	Not applicable	Not applicable	NA	NA
Reputational	Non-implementation of the proposal will be inconsistent with the rest of Scotland. Officers are receiving requests from Members and the public to enforce pavement parking within the city.	Enforcement of the prohibitions with minimal exemption seeks to ensure safe passage of pedestrians and vehicles.	L	Yes
Environment / Climate	Appropriate pavement and carriageway allocation for pedestrians and vehicle owners	Proposal and implementation of pavement parking exemption on roads that meets the set criteria	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>	
	Impact of Report
<p>Aberdeen City Council Policy Statement</p> <p><u>Working in Partnership for Aberdeen</u></p>	<p>The proposals within this report will make walking attractive, particularly for wheelchair and pram users. This will in turn assist Aberdeen City Council in achieving the plan for a greener transport and safer streets. It will afford individuals the opportunity to walk or wheel without having to fear they might encounter vehicular obstruction along the way, thereby, improving the health of Aberdeen people and the environment.</p>
<u>Local Outcome Improvement Plan</u>	

Prosperous Place Stretch Outcomes	The proposals in this report support the delivery of LOIP stretch outcome 14 as people with disabilities, pram pushers and other pedestrians will have unimpeded access on pavements and while using uncontrolled crossing. This proposal will create a safer environment on the road network and help increase walking and cycling.
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	There are no additional impact assessments completed for this report.

10. BACKGROUND PAPERS

10.1 Transport (Scotland) Act 2019.

10.2 Aberdeen City Local Outcome Improvement Plan 2016-26
<https://communityplanningaberdeen.org.uk/our-outcomes/>

11. APPENDICES

11.1 Pavement parking assessment process

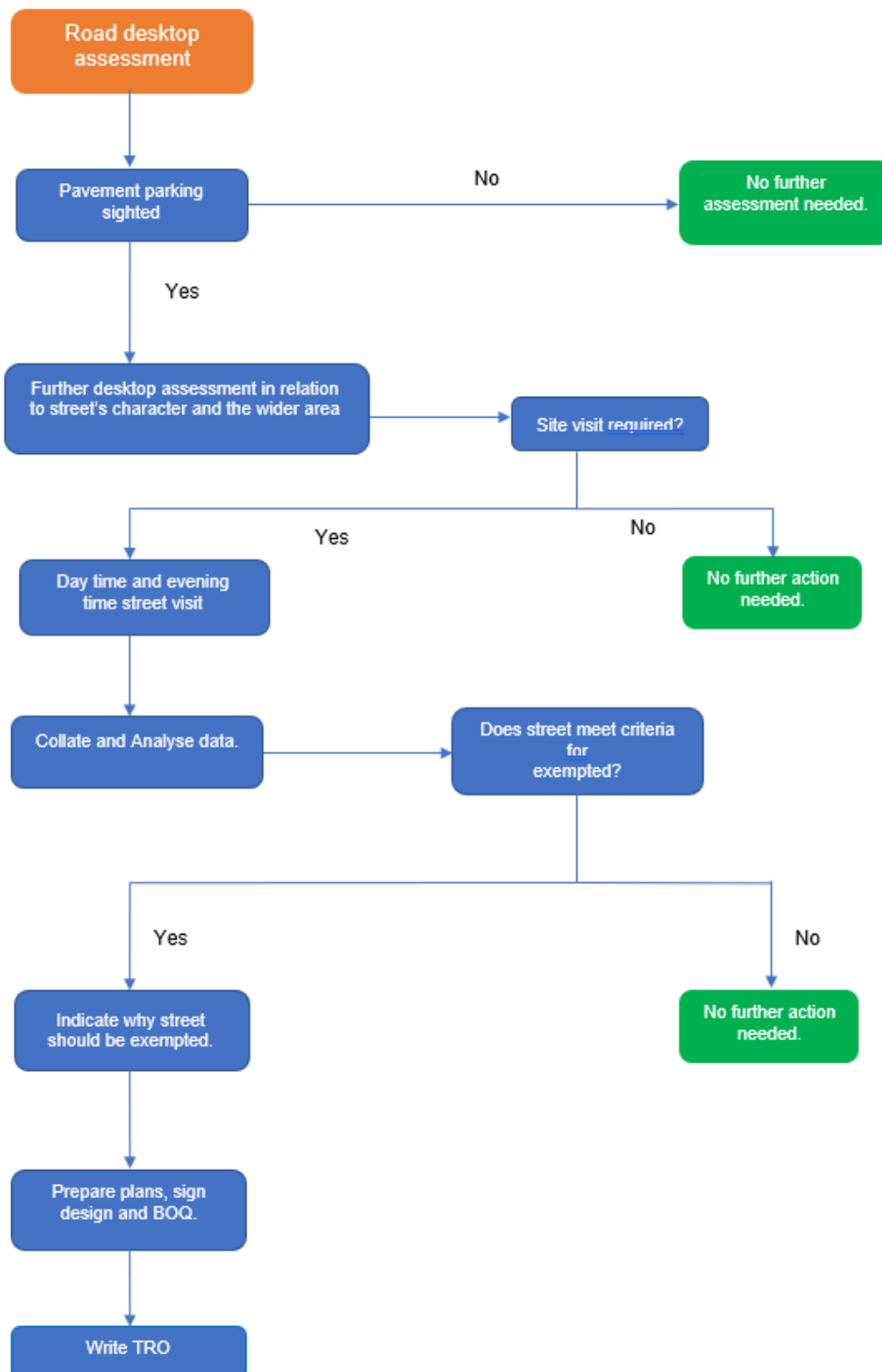
11.2 Exempted Roads Drawings

12. REPORT AUTHOR CONTACT DETAILS

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Title	Technical Officer
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Tel	+44 1224 069516

Appendix 1

Pavement parking assessment process




Appendix 2

Exempted Roads Drawings

Sign details


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Sign Face 14:




Vehicles may be parked partially on the verge or footway in the marked bays (Alternative types)

Sign Face 15:




Vehicles may be parked wholly on the verge or footway (Alternative types)

Sign Face 16:




End of area where vehicles may be parked partially on the verge or footway (Alternative types)

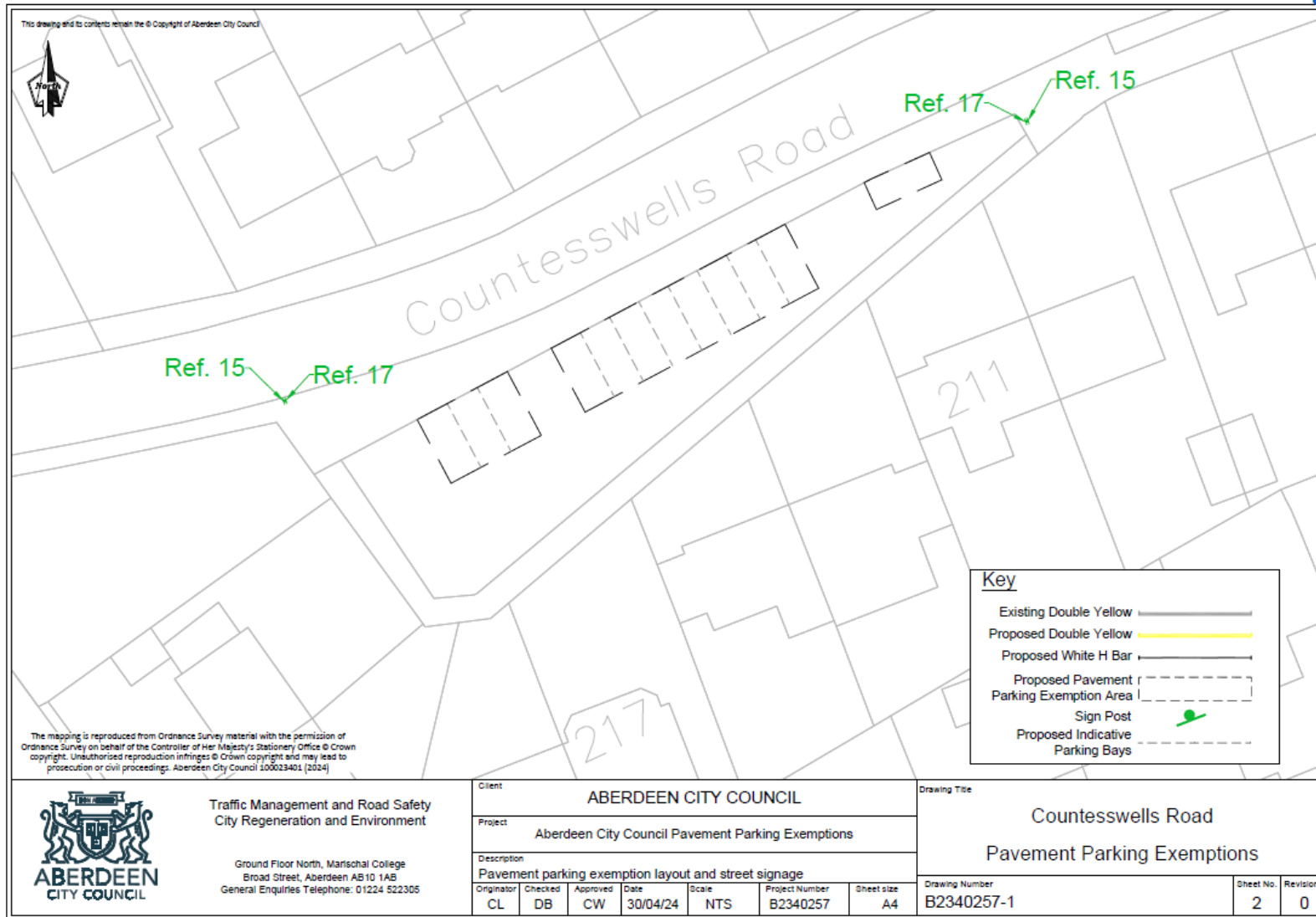
Sign Face 17:



End of area where vehicles may be parked Wholly on the verge or footway (Alternative types)

	Client ABERDEEN CITY COUNCIL	Drawing Title Street Signage Key														
	Project Aberdeen City Council Pavement Parking Exemptions															
	Description Street Signage Key															
Traffic Management and Road Safety City Regeneration and Environment Ground Floor North, Marischal College Broad Street, Aberdeen AB10 1AB General Enquiries Telephone: 01224 522305	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Originator</th> <th>Checked</th> <th>Approved</th> <th>Date</th> <th>Scale</th> <th>Project Number</th> <th>Sheet size</th> </tr> </thead> <tbody> <tr> <td>CL</td> <td>DB</td> <td>CW</td> <td>30/04/24</td> <td>NTS</td> <td>B2340257</td> <td>A4</td> </tr> </tbody> </table>	Originator	Checked	Approved	Date	Scale	Project Number	Sheet size	CL	DB	CW	30/04/24	NTS	B2340257	A4	Drawing Number Sheet No. 1 Revision 0
Originator	Checked	Approved	Date	Scale	Project Number	Sheet size										
CL	DB	CW	30/04/24	NTS	B2340257	A4										

Countesswells Road, section serving properties number 209 to 223.



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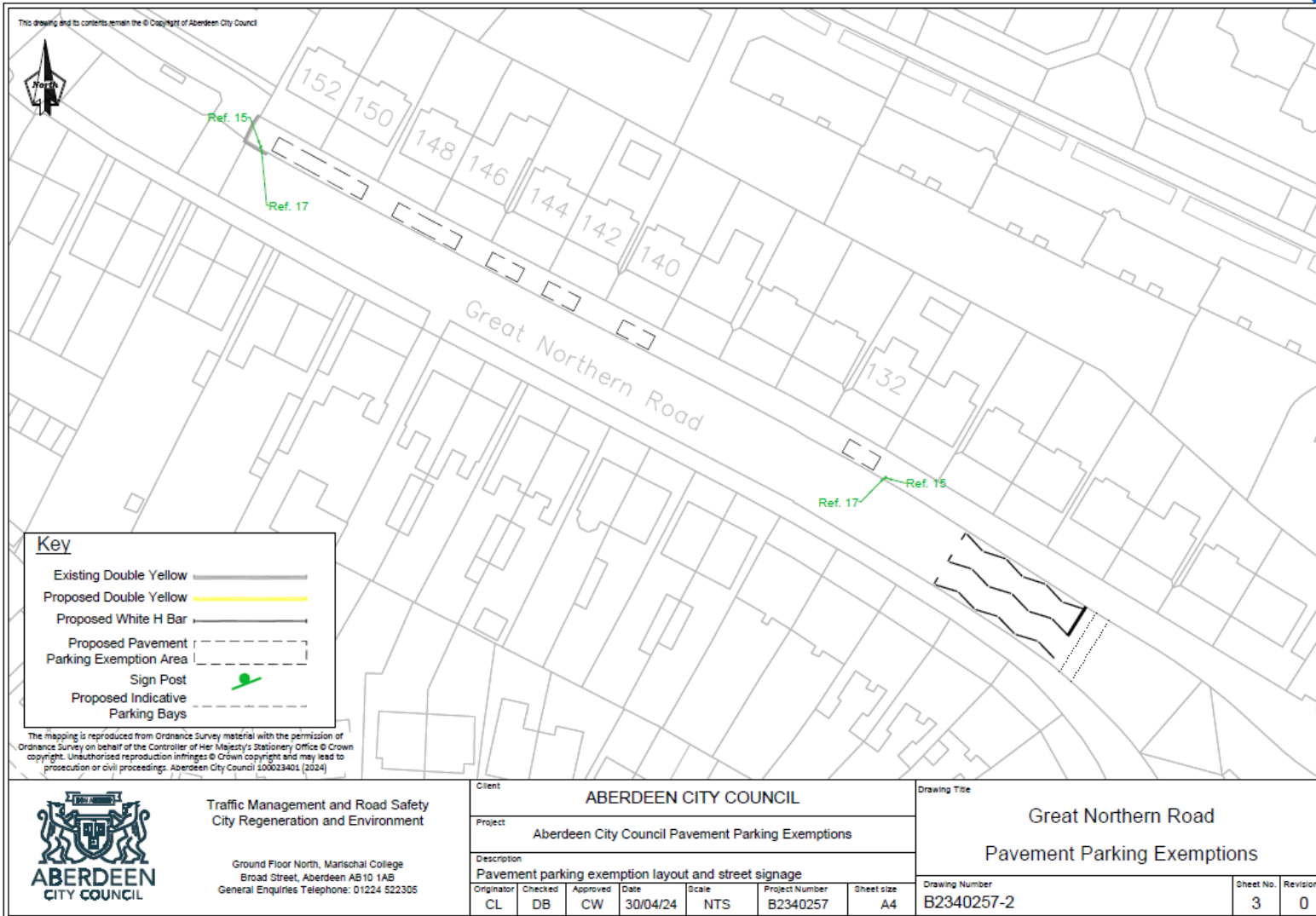
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City Regeneration and Environment

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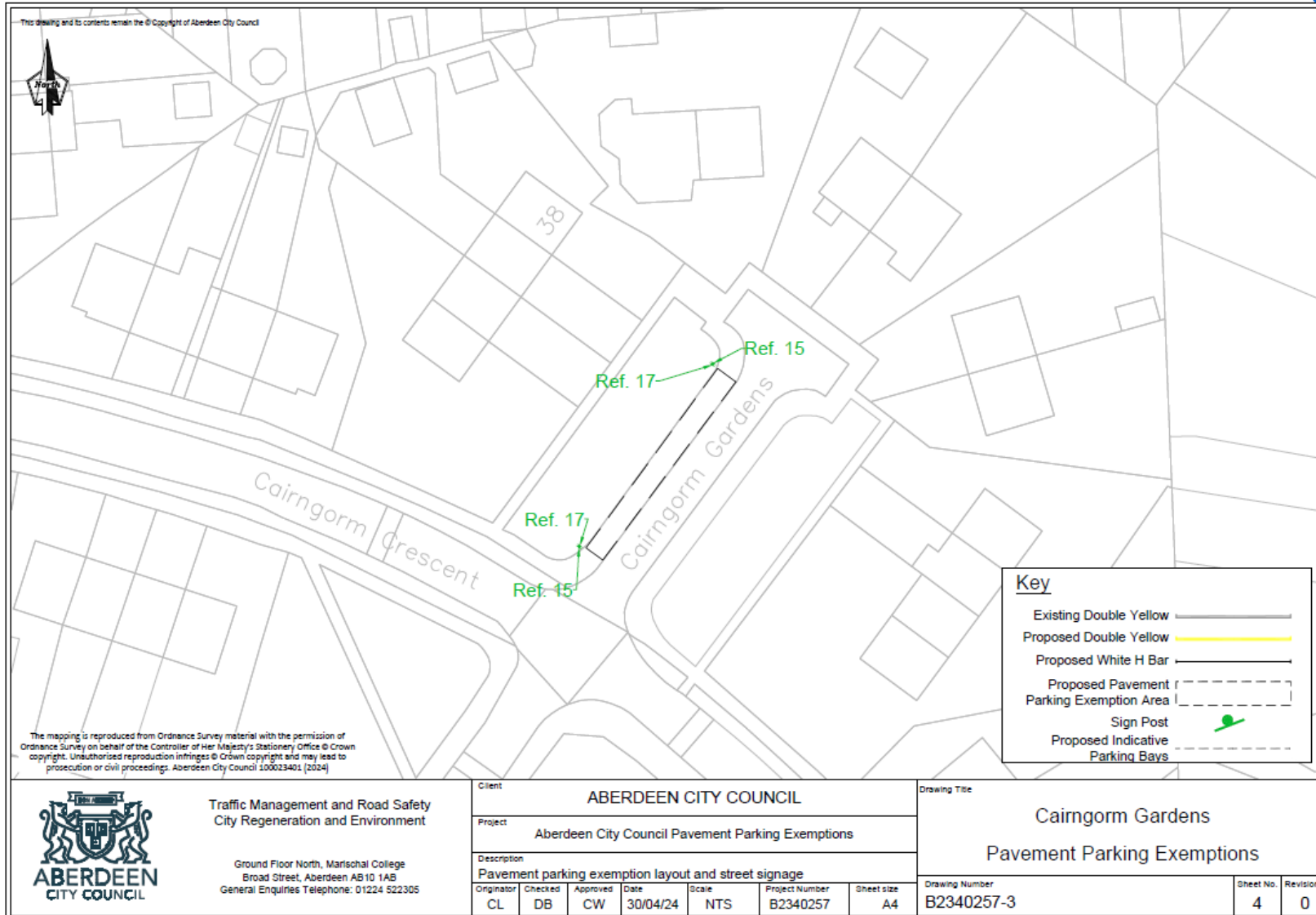
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Project Aberdeen City Council Pavement Parking Exemptions						
Description Pavement parking exemption layout and street signage						
Originator	Checked	Approved	Date	Scale	Project Number	Sheet size
CL	DB	CW	30/04/24	NTS	B2340257	A4

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Drawing Number B2340257-1	Sheet No. 2	Revision 0

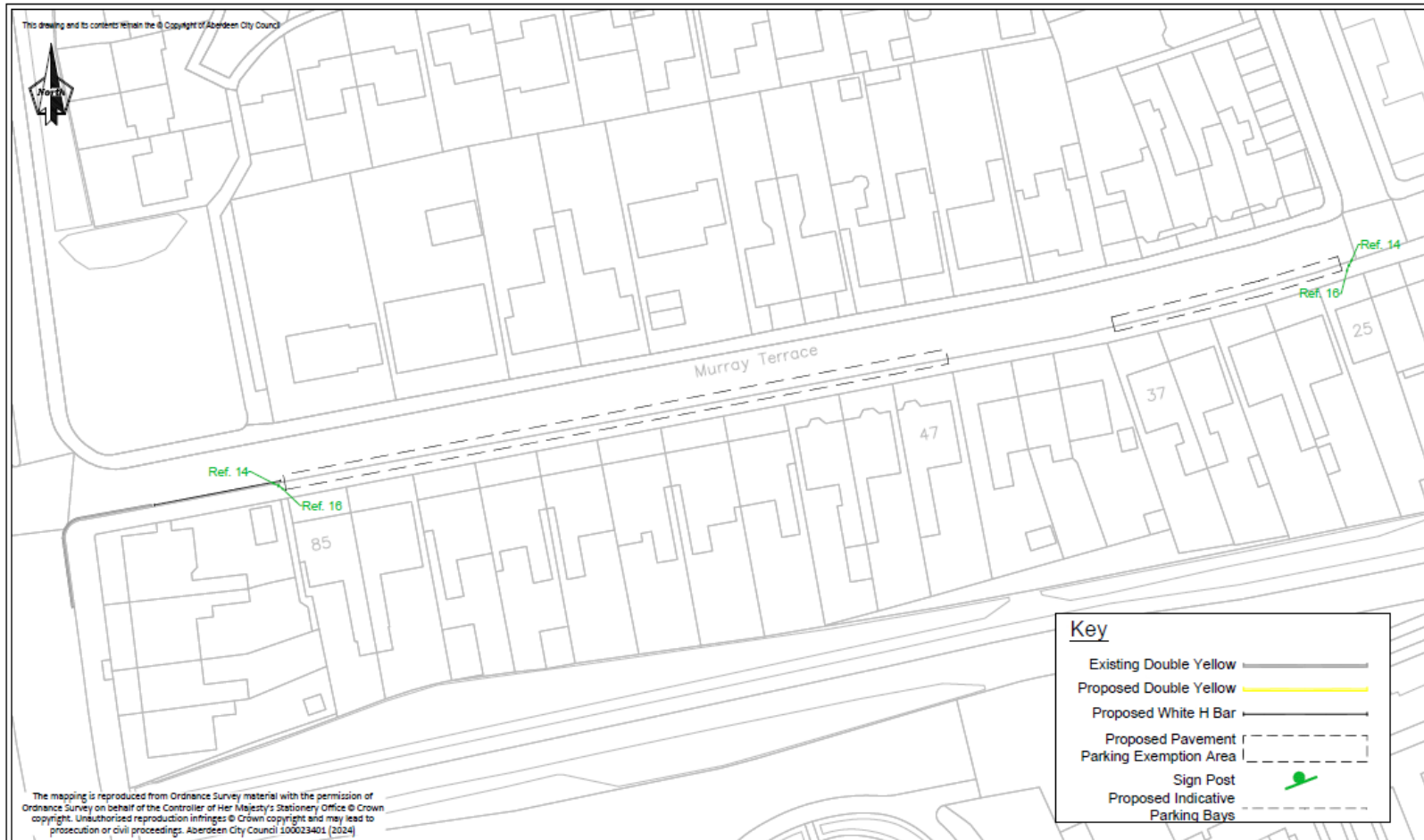
Great Northern Road, section between Barron Street and St. Machar Roundabout




Cairngorm Gardens, northern section, west side



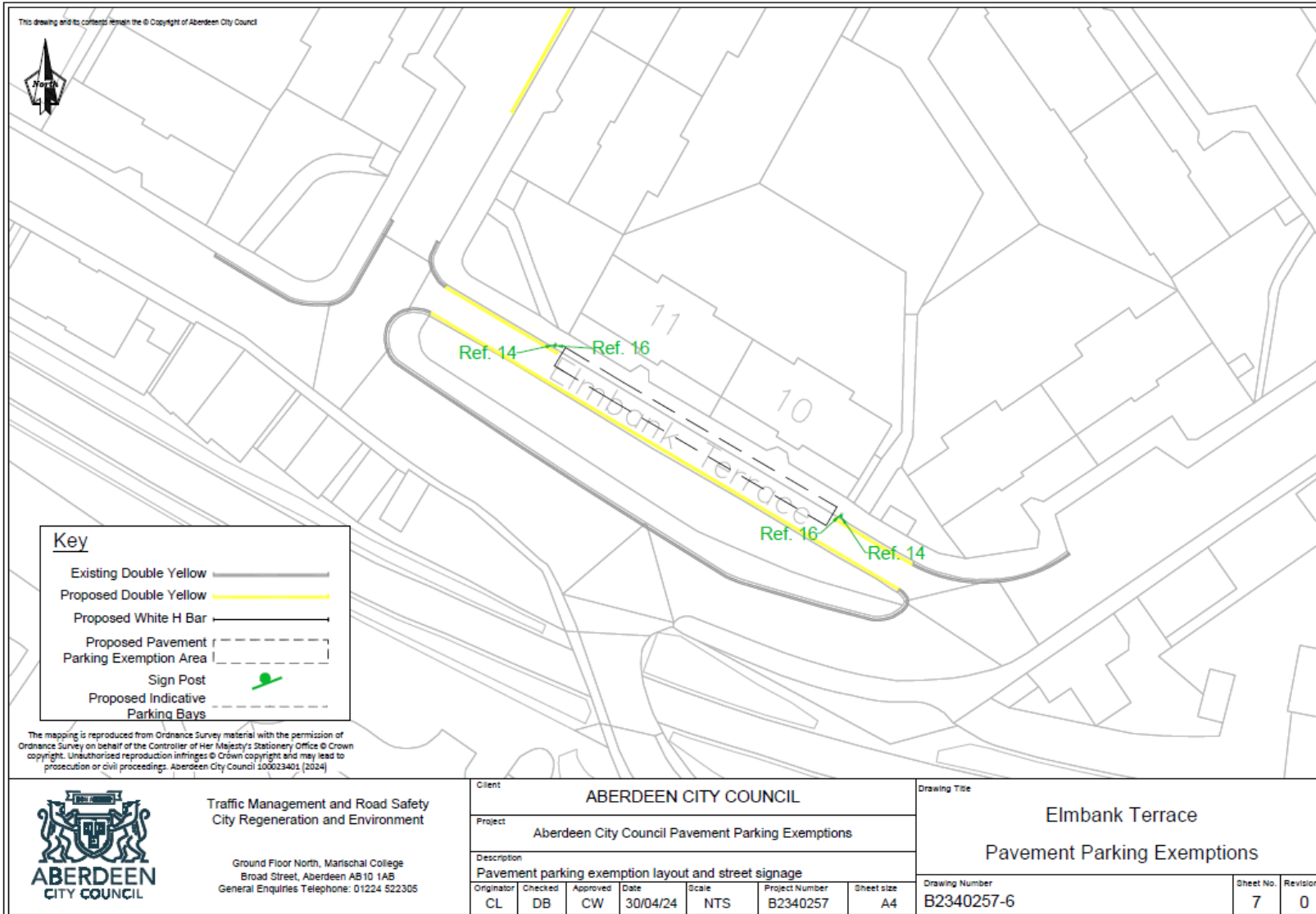
Murray Terrace, section between Great Southern Road and Bright Street



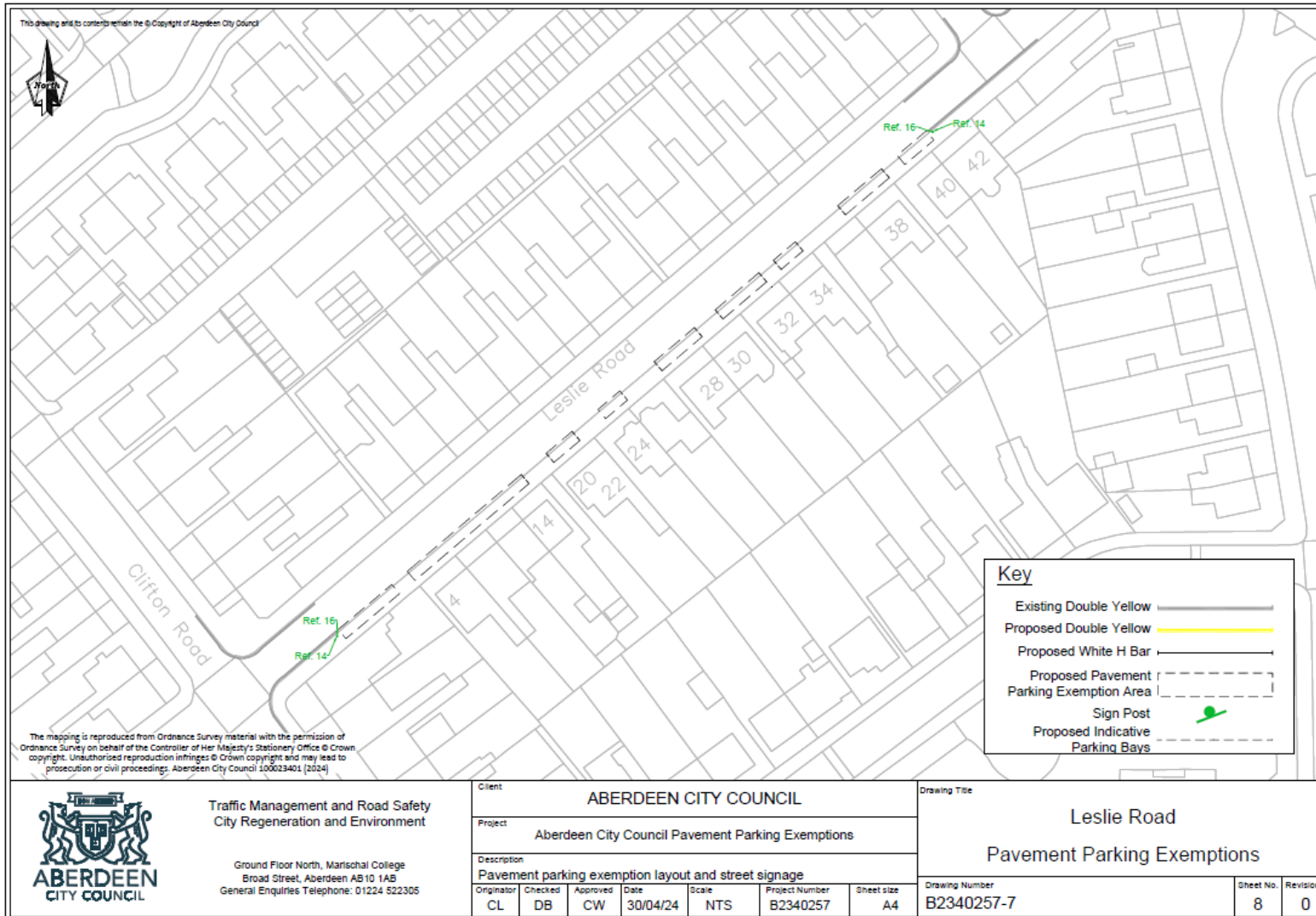
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 <p>ABERDEEN CITY COUNCIL</p>	<p>Traffic Management and Road Safety City Regeneration and Environment</p>		<p>Client ABERDEEN CITY COUNCIL</p>				<p>Drawing Title Murray Terrace Pavement Parking Exemptions</p>		
	<p>Ground Floor North, Marischal College Broad Street, Aberdeen AB10 1AB General Enquiries Telephone: 01224 522305</p>		<p>Project Aberdeen City Council Pavement Parking Exemptions</p>				<p>Drawing Number B2340257-5</p>		
			<p>Description Pavement parking exemption layout and street signage</p>				<p>Sheet No. 6 Revision 0</p>		
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Elmbank Terrace (inset road)



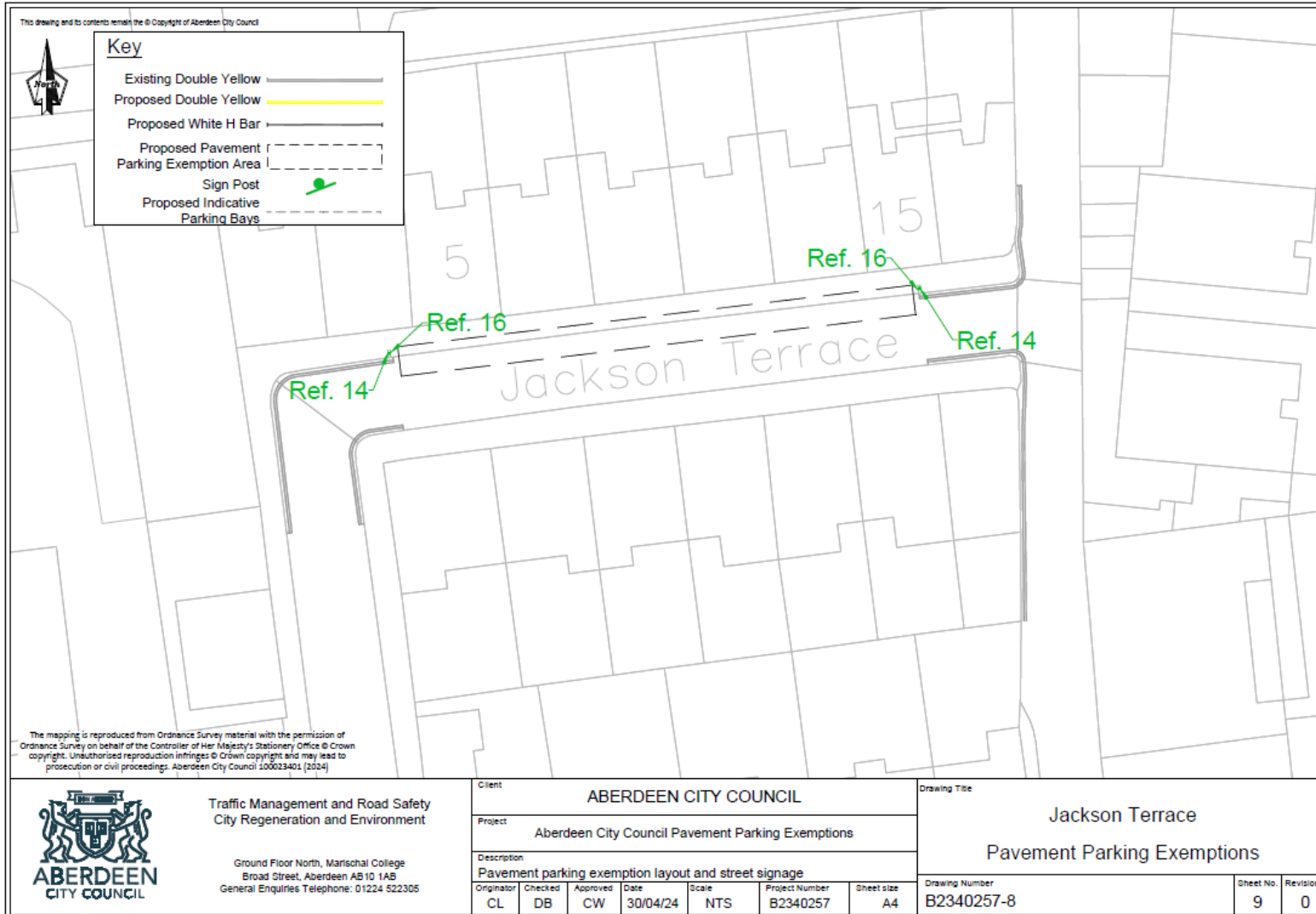
Leslie Road, section between Clifton Road and Primrosehill Drive



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Jackson Terrace



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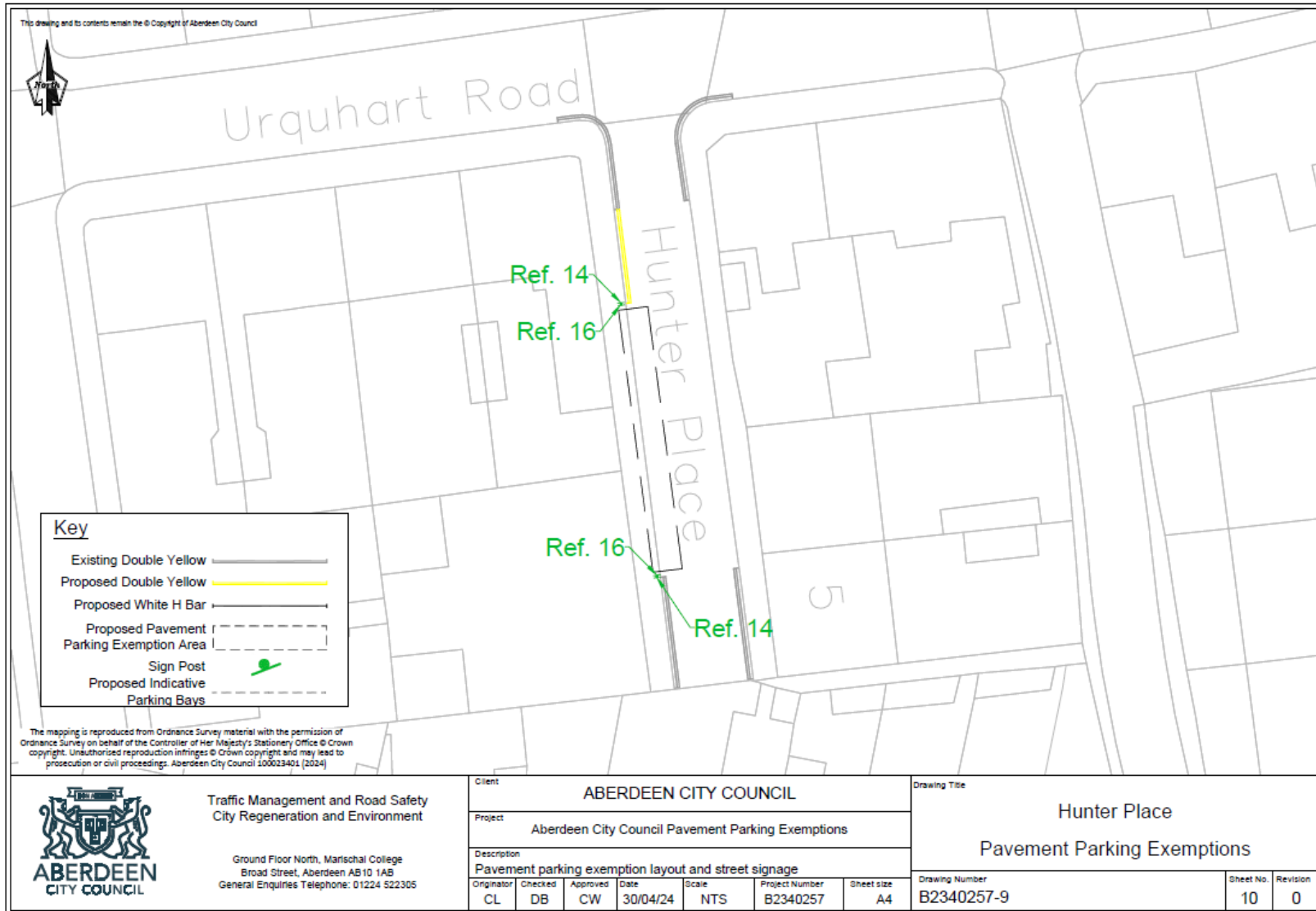
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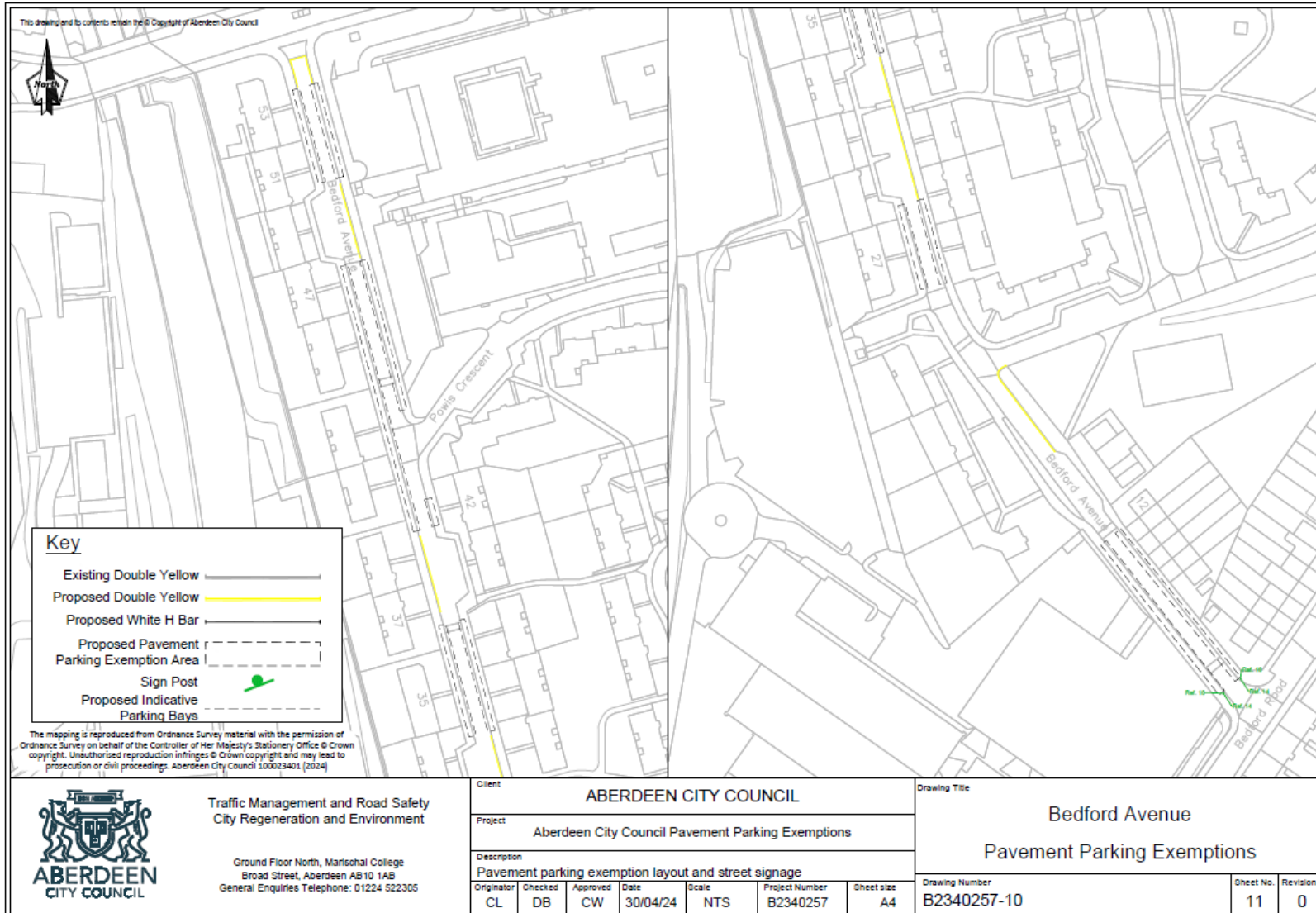

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CL	DB	CW	30/04/24	NTS	B2340257	A4

Drawing Title Jackson Terrace Pavement Parking Exemptions		
Drawing Number B2340257-8	Sheet No. 9	Revision 0

Hunter Place



Bedford Avenue

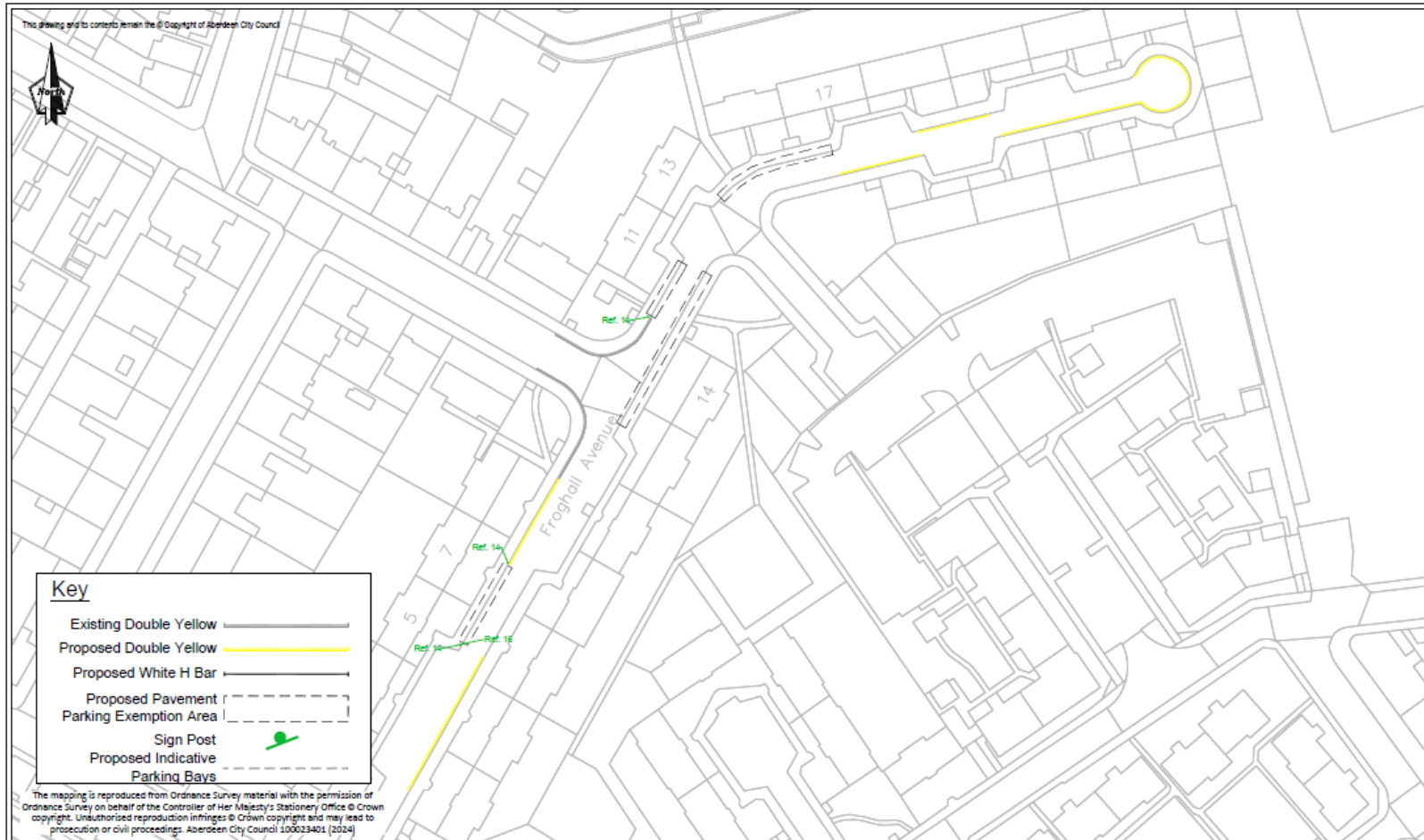
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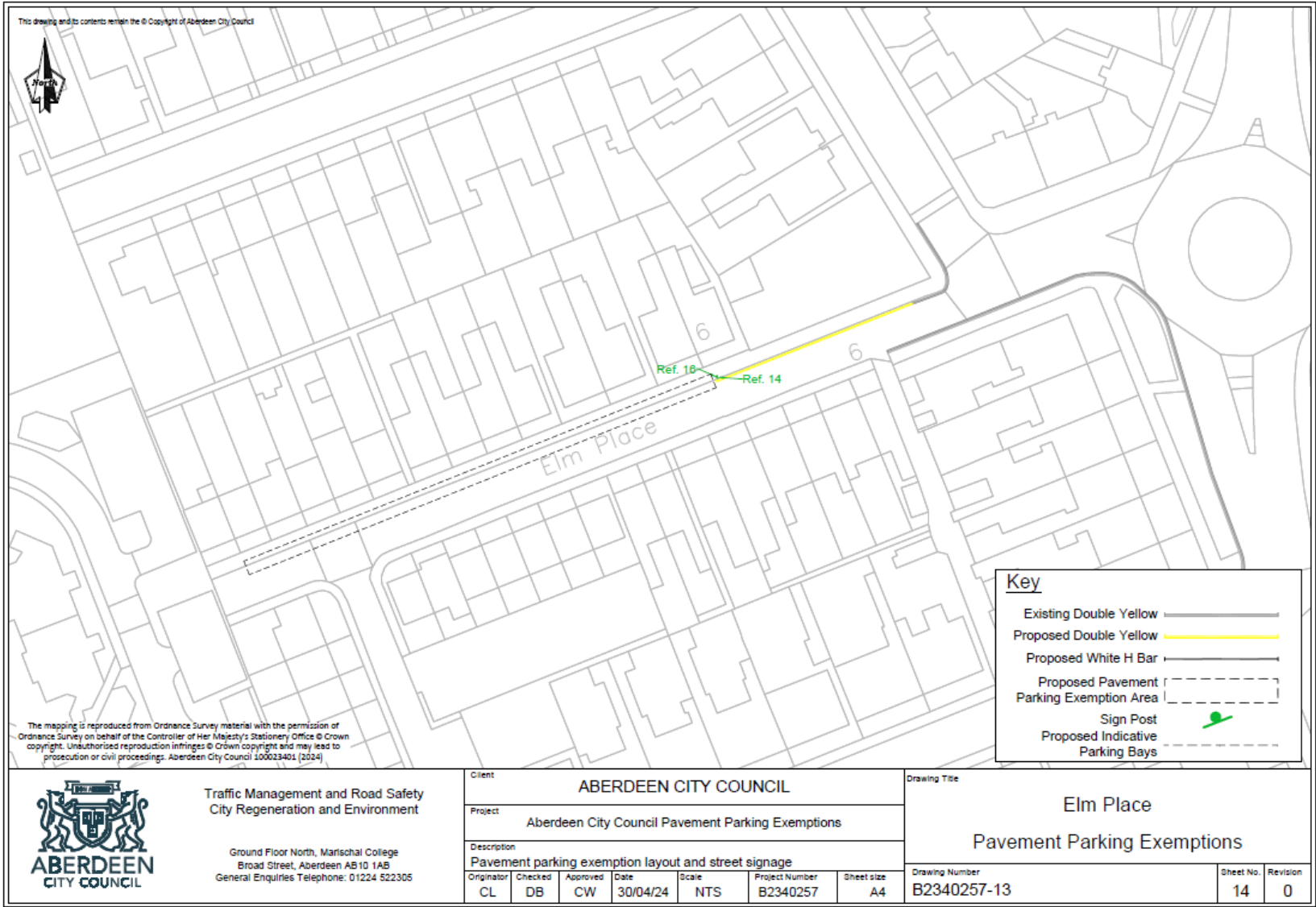
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Drawing Number B2340257-10	Sheet No. 11	Revision 0

Froghall Avenue

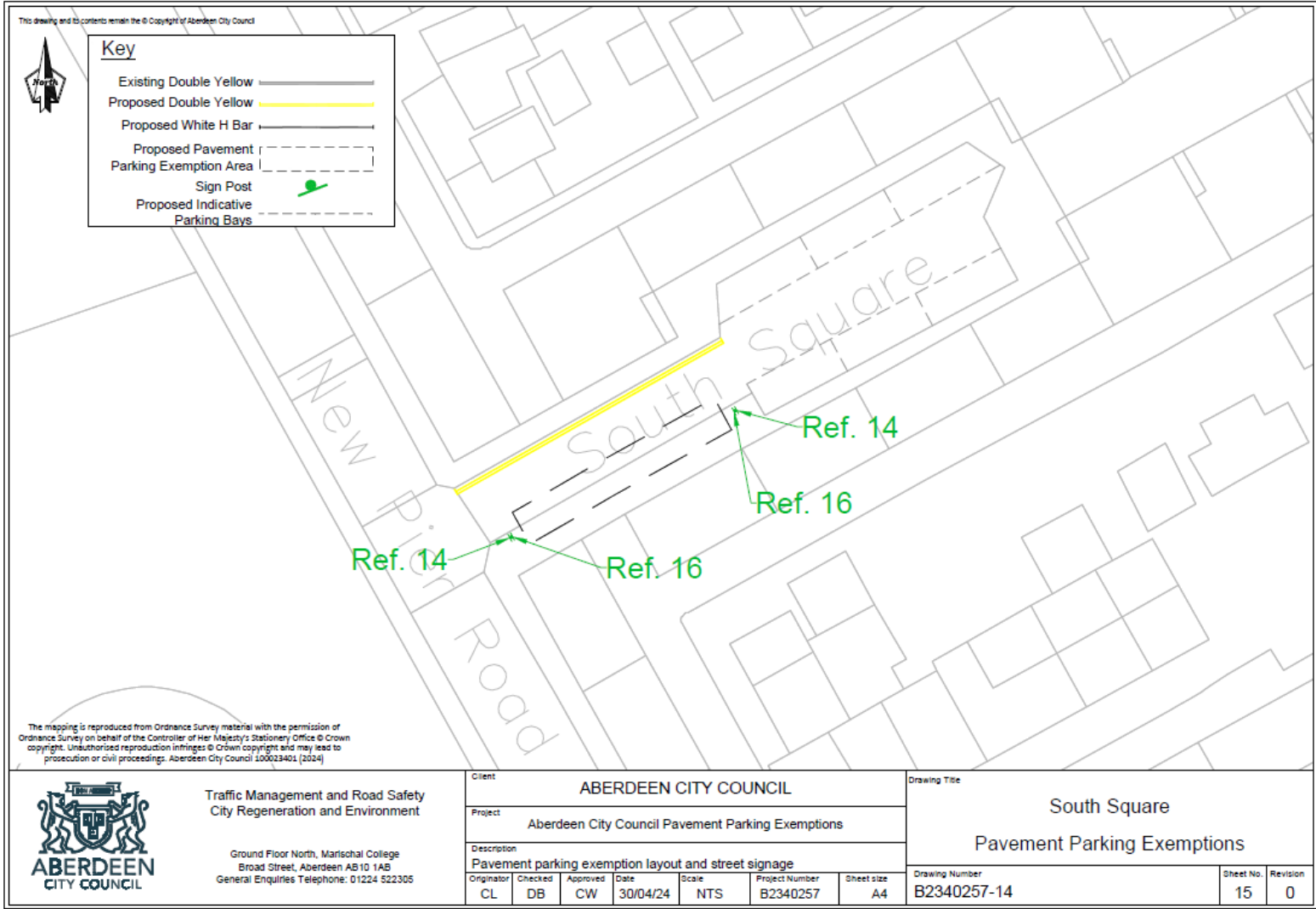


 <p>ABERDEEN CITY COUNCIL</p>	<p>Traffic Management and Road Safety City Regeneration and Environment</p> <p>Ground Floor North, Marischal College Broad Street, Aberdeen AB10 1AB General Enquiries Telephone: 01224 522305</p>	Client				ABERDEEN CITY COUNCIL				Drawing Title		
		Project				Aberdeen City Council Pavement Parking Exemptions				Froghall Avenue Pavement Parking Exemptions		
		Description				Pavement parking exemption layout and street signage				Drawing Number		
Originator	Checked	Approved	Date	Scale	Project Number	Sheet size	Drawing Number			Sheet No.	Revision	
CL	DB	CW	30/04/24	NTS	B2340257	A4	B2340257-11			12	0	

Elm Place



South Square



ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Various Small-Scale Traffic Management and Development Associated Proposals (Stage 3 – Public Advert)
REPORT NUMBER	CR&E/24/168
DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Samuel Allan
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 (A92 North Anderson Drive, Aberdeen) Prohibition of Right Turns) 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 (Cove Road- Extension of prohibition of waiting at any time restrictions Order 202(X)” overrule the objection received and approve this order be made as originally advertised;
- 2.4 In relation to “THE ABERDEEN CITY COUNCIL (Abergeldie Road & Braemar place–proposed lengths of prohibition of waiting at any time.) (TRAFFIC MANAGEMENT) ORDER 202X” overrule the objection received and approve this order be made as originally advertised;
- 2.5 In relation to “THE ABERDEEN CITY COUNCIL (Milltimber Brae proposed 40mph speed limit) (TRAFFIC MANAGEMENT) ORDER 202X” overrule the objection received and approve this order be made as originally advertised; and
- 2.6 In relation to “THE ABERDEEN CITY COUNCIL (Hazeldene/Pinewood proposed 20mph speed limit) (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 (A92 North Anderson Drive), (Cove Road), (Milltimber Brae), (Abergeldie Road & Braemar Place) and (Hazledene Road/Pinewood) to this report. Redacted copies of the letters of objection received are attached within the appendices. The street notices for each of the proposals are also included in the appendices.

3.2 THE ABERDEEN CITY COUNCIL (A92 North Anderson Drive, Aberdeen) Prohibition of Right Turns) Order 202(X)"

Proposal

3.2.1 The proposed Traffic Regulation Order is to establish a closure of the central reservation supporting the existing U-turn ban and removing the option of right turns from and to North Anderson Drive to the side roads.

Concerns regarding the central reserves on the A92 between the Midstocket Road and King's Gate junctions have been raised. The southbound right turns into Maryville Park and Maryville Place, and northbound right turn into Kingshill Road have restricted width filter lanes which can cause vehicles turning right to encroach onto the respective outside running lanes of North Anderson Drive raising road safety issues. This has been highlighted to Aberdeen City Council and Police Scotland as an issue.

The three gaps in the reservation have U-turn prohibition restrictions placed upon them with the appropriate signage in place. It was found these restrictions are frequently being ignored, and additional turning movements are now occurring following the development of the old fire station site into residential accommodation. Vehicles are now using the turning lanes to travel north back towards the development.

An alternative and safer option for vehicles turning right into Maryville Park/Place would be to proceed southwards to the King's Gate roundabout and take the fourth exit to return northwards. Likewise, vehicles coming from the south looking to access side roads can utilise the King's Gate roundabout taking the third exit to access Woodhill Road to Kingshill Road. This will provide a safer alternative to the existing gaps in the central reservation.

It is therefore proposed to prohibit the aforementioned right turn manoeuvres at the three locations from Midstocket Road to the King's Gate roundabout. The existing gaps will be closed either with a permanent barrier or with removable bollards which would allow for cross carriage access during maintenance works/incidents.

Objections

3.2.2 Fourteen statutory objections were received from residents who live in the vicinity of the proposed closures. Letters were issued to local residents of Maryville Park, Maryville Place, North Anderson Drive, Kingshill Avenue, Kingshill Terrace, Kingshill Avenue, Edgehill Terrace, Edgehill Avenue, Woodhill Terrace and Woodhill Place during the public consultation period as well as street notices around the area affected. Of those issued letters 8% have objected. Both the letters and the street notices are included in the appendices. Objectors provided emails and letters covering the reasons for their objection and redacted copies of the objections are included in the appendices. The plan for the original proposal is also available in the appendices. A summary of the main points of the objections are provided below, with the 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 **Turning right at these turns has never been a safety issue for residents. Compliance with no U turns has been acknowledged as an issue.**

The Council has received enquiries from members of the public that the gap in the reservation at Maryville Place has been abused by drivers performing U-turns on North Anderson Drive and Maryville Place to travel back to the new development causing a road safety issue. The signage is correct and clear for No U-turns but these are being ignored. The widest point in the central reservation is 3.2metres, the right-hand turning lane approaching the central reservations are 1.7 metres with the average car width being 1.85 metres. Traffic Signs Manual Chapter 5 states that a turning lane should be 3.5 metres minimum, please see Appendix 17. The closure of the remaining gaps is to prevent a displacement of the original issue into similarly unsuitable turning areas.

3.2.4 **The funds used to implement this project could be better spent. In particular, the funds could be spent to repair potholes in this area as the condition of the road is poor.**

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 is being presented at this committee and can be viewed on the agenda.

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 **Instead of closing off the lanes install cameras to catch drivers not obeying the No U-turn.**

Safety cameras can be used for speed and right light running enforcement however this is not an option for banned manoeuvre enforcement.

3.2.6 An objector has suggested that the Midsocket Road junction be reconstructed to a roundabout or the right turn availability at the traffic signals is increased.

A roundabout would have negative safety implications for pedestrians and cyclists along with a cost burden. It is not a consideration for the Council. Officers will review the timing of the traffic signals however this will have an impact on the capacity of the junction and those adjacent on the network.

3.3 THE ABERDEEN CITY COUNCIL (Cove Road, Aberdeen) (Extension of prohibition of waiting at any time restrictions) Order 202(X)"

Proposal

3.3.1 Cove Road- Extension of prohibition of waiting at any time restrictions

A section of Cove Road, between Cove Court and Loirston Road, has a limited width of about 6 metres, it is a bus route and provides frontage to some residential properties and a few businesses. Due to the limited width of this road and its function as a bus route, a section of it is protected with existing prohibition of waiting at any time restrictions ('double yellow' lines). This restriction was introduced to ensure the safe passage of vehicles. This road is frequently used by large vehicles such as, buses, delivery trucks, waste collectors etc. owing to its use and nature. However, an approximate 33 metre section on the north side of this road has been left unprotected to serve the businesses in the area. This accommodates around 5 vehicles.

Our attention has now been drawn to the impact the unprotected section has on traffic in the area. Vehicles parked in the unprotected section impede visibility particularly due to the gradient of the carriageway at this point. Eastbound drivers are forced to drive on the wrong side of the road when they get to the parked vehicles, Officers consider this unsafe because line of sight is limited at this point.

It is therefore proposed a waiting restriction is introduced on the existing unprotected section on Cove Road, see Appendix 18. The impact of removing this parking will be limited as all the residential properties and businesses have off-street parking facilities. Also, visitors to the area could park in the neighbouring streets which are in very close proximity to this section of Cove Road. Officers believe introducing this restriction will improve visibility and ensure safer vehicular passage.

Objections

3.3.2 Nineteen statutory objections have been received from parents of children who attend the nursery. Redacted copies of these objections can be read in Appendices. The plan for the original proposal and the street notices are available in the appendices. 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 If the double yellow lines are extended there will be nowhere to park near the nursery for drop off and pick up times.

There are 2 spaces provided within the nursery site. There are also safe spaces at the bottom of Cove Road / Loirston Road which is 72 metres away from the nursery and this is less than a five minute walk to the nursery. And there are available parking spaces on Cove Road where the double yellow lines finish, sixty metres away from the nursery. The road safety concerns here are reduced due the minimal gradient at this point, these are also within a five minute walking time from the nursery. This means that minimal inconvenience is caused to parents dropping their children off at the premises with the extension in place.

3.3.4 Original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable.

Officers have been onsite to monitor the pickup and drop off at the nursery after a number of enquiries reporting the situation as unsafe. They feel the current layout and parking behaviour on this section of road is a safety hazard to road users and pedestrians due to the gradient of the road at this point meaning visibility is compromised. The extension of the double yellow lines at this location is to improve road safety outside the nursery.

3.3.5 Accessibility for those with additional needs effected with the extension of double yellow lines.

Those with a blue badge can park on AAT waiting restrictions (if no obstruction is caused). There are also two spaces on site which could be prioritised for essential users.

3.4 THE ABERDEEN CITY COUNCIL (MILLTIMBER BRAE, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202(X)

Proposal

3.4.1 Aberdeen City Council is currently preparing to extend the existing 30mph speed limit on Milltimber Brae southwards, this change to shift the speed limit transition further south of the crossing point that serves the popular Deeside Way. Accordingly, the intention is to encourage drivers to limit their speed in the proximity of the crossing area, whereas in the current situation, some drivers are perhaps not maintaining the appropriate speed on the 30mph side of the transition.

Beyond the above, Aberdeenshire Council have established a 40mph speed limit on their section of the B979 Milltimber Brae (immediately beyond the bridge) leading to the South Deeside Road. When considering the 30mph extension being established by Aberdeen City Council, this would lead to a

comparatively short section of National Speed Limit between the 30mph and Aberdeenshire Council's 40mph section. Accordingly, for consistency, it is proposed the remaining section of Milltimber Brae adopted and maintained by Aberdeen City Council should be subject to a 40mph speed limit.

Objections

3.4.2 Two statutory objections were received from members of the public. The objectors have provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are also available in the appendices. 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 **Objector wants an extension of the current 30mph to The Gables or full section to the bridge 30mph and no Aberdeen City Council Road should be 40mph for consistency**

If the 30mph speed limit was extended to The Gables then a small section of national speed limit before changing to a 40mph section at the Bridge this would mean three speed changes on the same road in a short period of time which is not in keeping with good practise for setting speed limits. The objector also suggested 30mph extended the full way to the bridge. This speed would be too slow for this section of road as speed assessments of the road have determined that existing mean speeds along the route are between 41mph and 44mph therefore better suited to a 40mph restriction.

3.4.4 **Only a cursory review has been carried out prior to the proposed 40mph speed change**

The Traffic Management team have received enquiries from members of the public that speeds are too high near the crossing point for the popular Deeside Way on this section of road and near misses have been reported at this crossing point. Officers have reviewed the route assessing existing traffic speeds and considering the limited length of the measures, and deemed a 40mph speed change to match up with Aberdeenshire Council's speed change from national speed limit to 40mph on this section of road will be beneficial for road safety and for drivers to maintain a consistent safe speed for this section of road.

3.5 **THE ABERDEEN CITY COUNCIL (ABERGELDIE ROAD & BRAEMAR PLACE, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 202(X)**

Proposal

3.5.1 A resident has reported an issue at this crossroads junction, which was then verified by Officer inspection, whereby vehicles are being parked less than 10 metres from the junction. This has the effect of reducing drivers' visibility to substandard levels when emerging onto Abergeldie Road from Braemar Place or when turning into Braemar Place. This may one day lead to a collision if the situation is not improved.

Abergeldie Road and Braemar Place are within a residential area. As such, it would not be normal practice to install lengths of prohibition of waiting at any time (double yellow lines) here due to the level of parking demand and visual impact. However, given the need for restrictions on the grounds of road safety and the presence of lengths of prohibition of waiting at any time nearby (at the Abergeldie Road/Broomhill Road and Abergeldie Road/Holburn Street junctions), some moderate lengths of prohibition of waiting at any time are proposed. It is felt 10 metres of protection around all sides of the crossroads junction would be sufficient to improve safety, whilst being balanced with parking demand in this area.

3.5.1 **Objections**

Two statutory objections were received from members of the public. The objectors have provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are available in the appendices. 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:

3.5.2 **Junction protection is unnecessary on a quiet residential street.**

Road officers have reviewed this location onsite after a road safety enquiry from the public. They have deemed that for road safety and to improve visibility at the junction for drivers 10 metres of junction protection is to be promoted and this will be sufficient in improving road safety at the junctions.

3.5.3 **Junction protection on this section of road 10 metres seems excessive why not 5 metres.**

10 metres is the standard length that Aberdeen City Council Roads officers use for junction protection. This is in keeping with the Highway Code guidance for drivers.

3.6 **THE ABERDEEN CITY COUNCIL (HAZLEDENE AND PINWOOD) (TRAFFIC MANAGEMENT) ORDER 202(X)**

Proposal

A new housing development has been built beside Hazledene Road/Countesswells Road, Hazlehead. As a result of the development, a 20mph speed limit zone is proposed. The new development's road layout is such that it encourages driving at slower speeds. The slower driving speeds will provide for a safe residential road network and create a welcoming environment for active travel modes, such as walking and cycling.

3.6.1 **Objections**

One statutory objection was received from a member of the public. The objector has provided an email covering the reasons for their objection. A redacted copy of this objection can be read in the appendices. The plan for the original proposal and the street notices are available in the appendices. 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:

3.6.2 Is this a good use of council resources? I am all for safety but 20mph seems excessive.

This is a developers scheme so is therefore funded by the developer. 20mph for residential streets is a Scottish Government aim 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 practise for all.

4.0 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.
- 4.2 The Council’s Roads Safety Fund capital budget can be used. Developer obligation funding may be available where the measures relate to new developments.

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 not progressed, leading to continued public concern.	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections	M	Yes
Compliance	No significant risks identified			
Operational	No significant risks identified			
Financial	No significant risks identified			
Reputational	<ul style="list-style-type: none"> Proposals can be contentious and attract negative feedback. 	Concerned parties would be provided thorough rationale as to the requirement for the proposal.	M	Yes
Environment / Climate	No significant risks identified			

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN 2023-2024</u>		
Impact of Report		
Prosperous Place Stretch Outcomes		<p>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 40mph speed limit in Milltimber Brae, proposed within this report. This proposal supports the delivery of LOIP Stretch Outcomes:</p> <ul style="list-style-type: none"> 13 - "Addressing climate change by reducing Aberdeen's carbon emissions by at least

	<p>61% by 2026 and adapting to the impacts of our changing climate”</p> <ul style="list-style-type: none"> • 14 – “Increase sustainable travel: 38% of people walking and 5% of people cycling as a main mode of travel by 2026”
<p>Regional and City Strategies <i>Regional Transport Strategy</i></p>	<p>The proposal within this report for a 40mph speed limit in Milltimber Brae support a number of the priorities in the Nestrans Regional Transport Strategy:</p> <ul style="list-style-type: none"> • 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	New Integrated Impact Assessment has been completed
Data Protection Impact Assessment	Not required
Other	N/A

10. BACKGROUND PAPERS

10.1 N/A

11. APPENDICES

APPENDIX 1 – North Anderson Drive Plan

APPENDIX 2 – North Anderson Drive Street Notice

APPENDIX 3 - North Anderson Drive Objection

APPENDIX 4 – North Anderson Drive Objection

APPENDIX 5 – North Anderson Drive Objection

APPENDIX 6 – North Anderson Drive Objection

APPENDIX 7 – North Anderson Drive Objection

APPENDIX 8 – North Anderson Drive Objection

APPENDIX 9 – North Anderson Drive Objection

APPENDIX 10– North Anderson Drive Objection

APPENDIX 11– North Anderson Drive Objection

APPENDIX 12– North Anderson Drive Objection

APPENDIX 13– North Anderson Drive Objection

APPENDIX 14– North Anderson Drive Objection

APPENDIX 15– North Anderson Drive Objection

APPENDIX 16– North Anderson Drive Objection

APPENDIX 17– Traffic Signs Manual Chapter 5 turning lane widths

APPENDIX 18– Cove Road Proposed Plan for extension of waiting restrictions

APPENDIX 19– Cove Road Street Notice

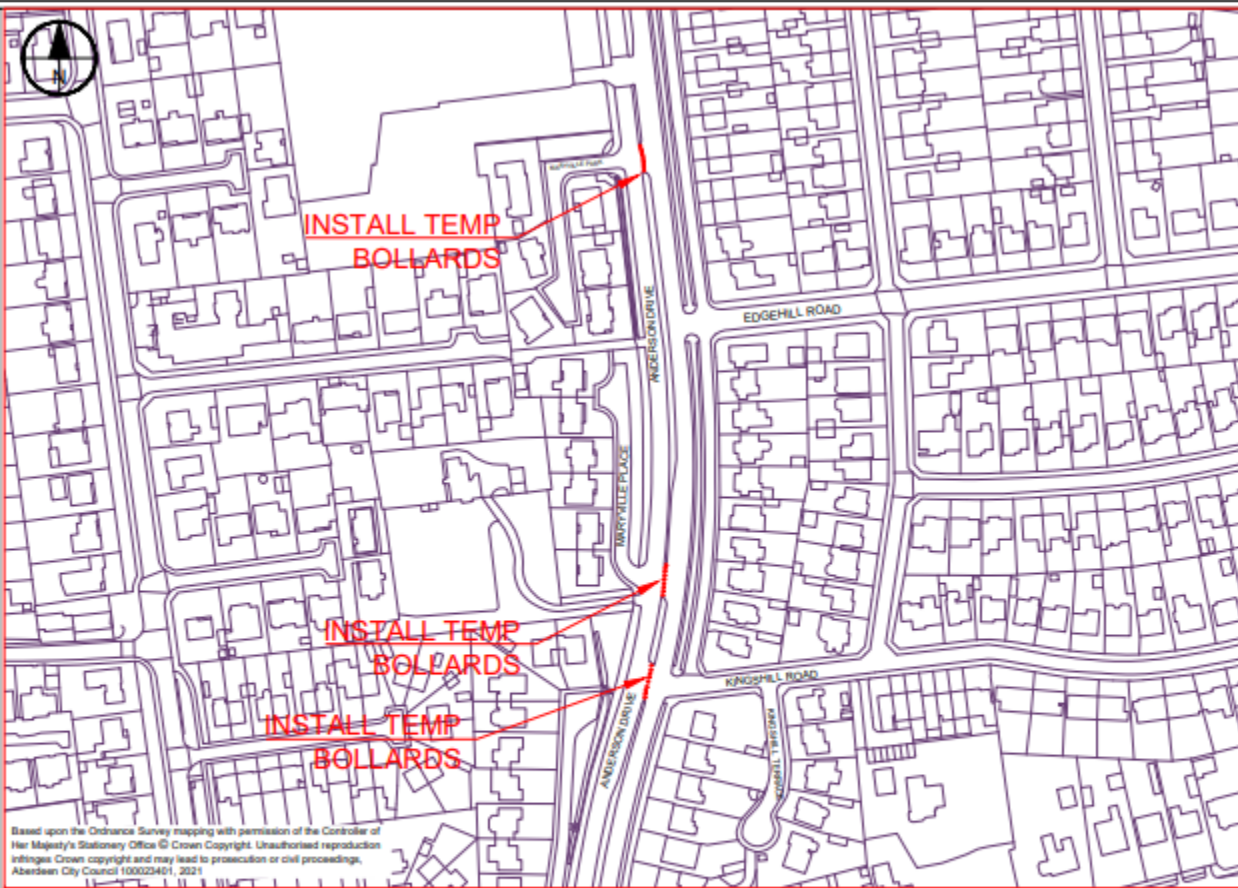
APPENDIX 20– Cove Road Objection

APPENDIX 21– Cove Road Objection

APPENDIX 22– Cove Road Objection
APPENDIX 23– Cove Road Objection
APPENDIX 24– Cove Road Objection
APPENDIX 25– Cove Road Objection
APPENDIX 26– Cove Road Objection
APPENDIX 27– Cove Road Objection
APPENDIX 28– Cove Road Objection
APPENDIX 29– Cove Road Objection
APPENDIX 30– Cove Road Objection
APPENDIX 31– Cove Road Objection
APPENDIX 32– Cove Road Objection
APPENDIX 33– Cove Road Objection
APPENDIX 34– Cove Road Objection
APPENDIX 35– Cove Road Objection
APPENDIX 36– Cove Road Objection
APPENDIX 37– Cove Road Objection
APPENDIX 38– Cove Road Objection
APPENDIX 39– Milltimber Brae 40mph speed limit change proposal plan
APPENDIX 40– Milltimber Brae Street Notice
APPENDIX 41– Milltimber Brae Objection
APPENDIX 42– Milltimber Brae Objection
APPENDIX 43– Braemar Place/Abergeldie Road Plan
APPENDIX 44– Braemar Place/Abergeldie Street Notice
APPENDIX 45– Braemar Place/Abergeldie Objection
APPENDIX 46– Braemar Place/Abergeldie Objection
APPENDIX 49– Hazledene/Pinewood 20mph scheme plan
APPENDIX 49– Hazledene/Pinewood 20mph scheme
APPENDIX 49– Hazledene/Pinewood 20mph scheme objection

12. REPORT AUTHOR CONTACT DETAILS

Name	Samuel Allan
Title	Technical Officer
Email Address	SAllan@aberdeencity.gov.uk
Tel	01224 053866



GENERAL NOTES:


1. NORTH Anderson drive add temporary bollards to access to Maryville Park access
2. NORTH Anderson drive add temporary bollards to access to Maryville Place access
3. Add temporary bollards to access to Kingshill Road access
4. PROPOSED IN RED
EXISTING IN BLUE

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0	ISSUED FOR CONSTRUCTION	XX	XX	XX	
Rev	Date	Details	Orig	Chk'd	App'd

Client **ABERDEEN CITY COUNCIL**

Project **SMALL SCALE**



**Operations and Protective Services
Traffic Management and Road Safety**
Aberdeen City Council | Traffic Management and Road Safety |
Operations and Protective Services | Operations
Municipal College | Ground Floor North | Broad Street | Aberdeen |
AB10 5AB
General Enquiries Telephone: 01224 522935

Drawing Title North Anderson Drive small scale proposals						
Originator SA	Checked VR	Approved	Date	Project No	Scale N/S	Size A3
Drawing No.					SHT No.	Revision 0



ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (A92 NORTH ANDERSON DRIVE, ABERDEEN)
(PROHIBITION OF RIGHT TURNS) 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 is to establish a prohibition on vehicles turning right from the A92 North Anderson Drive, Aberdeen, onto (1) Maryville Park, (2) Maryville Place, and (3) Kingshill Road.

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/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run from 6 February to 27 February 2024, inclusive. 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 6 February to 27 February 2024, 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**

APPENDIX 3 - North Anderson Drive Objection

North Anderson Drive Prohibition of Right Turns 202(x)

[Redacted]



Tue 06/02/2024 15:29

Good afternoon

I am writing with regards to the above proposal prohibiting right runs off North Anderson Drive into a few streets.

I live in Maryville Place and while I agree that U turns are dangerous and people ignore this, the right turn itself has enough space for a vehicle to sit to turn in safely. I have lived here for 12 years and never had any issues with right turns.

Whilst it won't be much of an inconvenience to travel further south and round the roundabout, your letter does not give any information for us if we want to head southbound from our property. Currently we can turn right from Maryville Place onto North Anderson drive heading South - when the road is clear and safe to do so.

What are my options? Got to the lights at the Cocket Hat and do a U Turn? Or have to travel down Midstocket and along residential streets to come back out onto Kings Gate back onto North Anderson Drive?

Is there a value on the number of complaints that warrants these changes? Have there been any accidents reported that warrant this?

This is not a formal objection as such but I feel that your proposal is lacking information for the residents that use these gaps.

Kindest regards

[Redacted]

North Anderson Drive Prohibition of Right Turns 202(x)



Reply Reply All Forward [Share icon] [More options icon]

Tue 06/02/2024 15:29

Good afternoon

I am writing with regards to the above proposal prohibiting right runs off North Anderson Drive into a few streets.

I live in Maryville Place and while I agree that U turns are dangerous and people ignore this, the right turn itself has enough space for a vehicle to sit to turn in safely. I have lived here for 12 years and never had any issues with right turns.

Whilst it won't be much of an inconvenience to travel further south and round the roundabout, your letter does not give any information for us if we want to head southbound from our property. Currently we can turn right from Maryville Place onto North Anderson drive heading South - when the road is clear and safe to do so.

What are my options? Got to the lights at the Cocket Hat and do a U Turn? Or have to travel down Midstocket and along residential streets to come back out onto Kings Gate back onto North Anderson Drive?

Is there a value on the number of complaints that warrants these changes? Have there been any accidents reported that warrant this?

This is not a formal objection as such but I feel that your proposal is lacking information for the residents that use these gaps.

Kindest regards



Page 463

I



Consultation – “The Aberdeen City Council (A92 North Anderson Drive, Aberdeen) (Prohibition of Right Turns) order 202(X)”


I refer to your Consultation Document' your Ref: CTM&DP_23Q4_23-22 in which you seek views on the proposed establishment of prohibition on vehicles turning right from the A92 North Anderson Drive, Aberdeen. I wish to object to the proposed prohibition specifically with regard to turning right into Kingshill Road on the grounds of it not being justifiable.

I have been resident at [redacted] North Anderson Drive (NAD) for over 40 years and have used the right turn into Kingshill Road almost daily without incident and without any concern for safety. Almost all resident traffic into the (NAD) slip road South of Edgehill Road as well as North of [Edgehill road](#) use the right turning regularly. I have used the sic. 'restricted filter lane' daily and have found all following traffic were able to pass safely using the outside lane of NAD. without any concerns. I would request information on the 'number of complaints and enquiries made' over the last 5 years as proof of the significance of 'obvious road safety issues' regarding the right turn into Kingshill Road.

To my knowledge, during the 40 years we have resided at our address, there has not been any traffic incident at the Kingshill Road turn off involving traffic crossing NAD.

For visitors to any resident on the NAD Slip Road the instructions are clear and none have had any difficulty using the Kingshill Road turn off. The suggested alternative route adds complexity to directions for visitors and will increase traffic flow through Woodhill, Kingshill and Edgehill Roads and introduce potential safety and pollution hazards.

With regard to using the Kingshill Road gap on NAD as a U-turn facility I don't believe I have seen this happen at all. The appropriate signage is clear and the NAD Gap is so close to the King's Gate roundabout that most would use the roundabout to undertake a U-turn.





Reply Reply All Forward [Share icon] [More icon]

Mon 12/02/2024 12:25

Traffic Management and Road Safety Team, Aberdeen City Council

As a resident at [Redacted] I wish to strongly object to the proposed 'prohibition to vehicles turning right from the A92 North Anderson Drive, Aberdeen, onto Maryville Park, Maryville Place and Kingshill Road'.

I note that you claim that 'There have been long standing concerns regarding the central reserves on the A92 between the Mid Stocket Road and King's Gate junctions'. I have been a resident at this address for 30 years, and I have never before heard of these 'concerns'. Indeed over this period, I cannot remember an accident that has been caused by a vehicle using or attempting to use any of these gaps. I would be grateful if you could supply me with the actual number of individuals who have 'complained' and/or have made enquiries regarding the safety of these gaps.

Recently, I have seen a number of vehicles exiting the new 'Dennis Close' housing complex, that drive north-bound into the area in front of the Fire Station, then make a U-turn at that point, and drive off southwards. Is the Traffic Management Team also proposing to 'close-off' this area to traffic?

I would suggest, that rather than blocking off established routes around this area of North Anderson Drive, CCTV cameras should be placed to a) deter anyone misusing these gaps and b) charging such miscreants with a traffic offence.

Given that there is no evidence of specific misuse of these access gaps to houses in this part of North Anderson Drive, and that the proposed re-routing of traffic around and along roads that were not designed to cope with the likely increase in traffic that would ensue, I suggest that the proposal to block-off these access routes be withdrawn.

I am forwarding this email to the three Councillors for the Rosemount Area, with a recommendation that they support me (and others in the neighbourhood) who strongly object to your proposal.

Yours sincerely,





Reply Reply All Forward

Tue 13/02/2024 16:41

Reference prohibition of right turns into Maryville Park and 2 others closing off right turn from same in order to go South on Anderson Drive.

I have no objection to the above proposals since the new development opened at Dennis Court it has resulted in chaotic driving habits and dangerous and illegal practices with up to 60 instances per day.

However you need to consider the increase volume of traffic wishing to go south on Anderson Drive will have to go north first and either turn right at Midstocket lights or travel on to Westburn Road then right and a considerable mileage to get back to go South bound on Anderson Drive. This extra forced mileage detour will not be very supportive of green policies and other streets getting busier as a consequence.

So would the council consider putting a roundabout in place of midstocket/ Anderson Drive lights where predominant North South traffic flow would easily an the right turn would be covered as would the relative small flow from Midstocket and the Cocket Hat.

Alternatively and much cheaper would to change the current lights sequence to allow right turn every change. As opposed to sometimes having to wait 3 straight on light changes on Anderson Drive before getting Right filter change.

Since Dennis Court opened I have seen much bigger volume of traffic calling for this right turn at Midstocket and often with big wait for this filter traffic backed well back onto the outside lane of Northbound Anderson Drive. This is further compounded by the cross hatch box outside the Fire Station.

Whilst closing off current facilities is a simple cost effective measure I would like you to consider the points I have raised to help all who live in Maryville Park, Place and Dennis Court.

Yours Sincerely



Consultation A92 North Anderson Drive -Prohibition of right Turns Order



[Reply](#) [Reply All](#) [Forward](#)  

Tue 13/02/2024 23:22

Dear Sirs

We are writing to object to the proposal to seal off the right hand turn onto Kingshill Road.

As residents of Kingshill Road for more than 25 years we have used this right hand turn on a daily basis and have not witnessed any accidents or avoidance manoeuvres from other drivers. As far as individuals making u turns if traffic cameras are in situ then appropriate signage warning of these would deter drivers from this manoeuvre.

The proposed alternative is a longer route and will also increase traffic flow along Woodhill Road and the Kingsgate Road which are already busy roads.

Yours Sincerely



APPENDIX 9 – North Anderson Drive Objection

Order 202 (X) - Prohibition of Right Turns



Reply Reply All Forward [Share icon] [More options icon]

Sat 17/02/2024 17:05

Objector: [Redacted]

I wish to object to the above proposal on the following grounds:

Regarding your concerns do you have any statistics to back up your concerns? I have lived here for thirty nine years and can not recall any accident/incident caused by these slip roads.

As an alternative could "the slip roads" not be widened by decreasing the width of the central reservation at the appropriate opening?

The proposed route for access to Kingshill is a lengthy one adding on mileage and increasing pollution. An alternative route would be to go up to the lights at Mid Stocket Road. This potentially would cause vehicles to back up at the lights, overflowing onto the main carriageway and causing congestion in front of the fire station.

With budgets stretched and strained, is this the best use of city funds when there is so much wrong with our roads generally?

In conclusion why expend resources for very little gain, if it ain't broke don't fix it.

Regards



Consultation Aberdeen City Council(A92 North Anderson Drive,Aberdeen) (Prohibitio...



Reply Reply All Forward

Mon 19/02/2024 21:30

Dear Management Team,

We are all indebted to the hard work of the Traffic Management Teams for their efforts to keep the roads of Aberdeen safe. However there are some issues with the proposed prohibitions of right turns on the A92 North Anderson Drive, Order 202(X)

Having lived on North Anderson Drive for 22 years, I can recall only two accidents. One occurred when a motorbike attempted a U-turn from southbound North Anderson Drive at the Maryville Park intersection and the other at the pedestrian crossing northbound when a vehicle crashed in to the safety barrier!

It would appear, if my statistics are correct, that the reserves function very well as right turns. Of course some law breakers will always try to perform U-turns. Surely it is the behaviour of the law breakers that needs to be changed rather than the routes of law adherent and careful drivers!

The Road Safety Management Team have indicated that the central reserves between Midstocket Road and King's Gate junction both north and south bound have insufficient width yet have installed a new reservation westbound on King's Gate providing a right turn at the junction with Woodhill Road. There the central reservation is so restricted in width that it impinges on traffic proceeding westbound and encroaches on eastbound traffic as well.

Furthermore, consideration should be given to the major carbon footprint created by causing vehicle users to travel indirectly to their destination. This is not at all green, uses more fuel, is more polluting, causes small side roads to be busier than they were intended to be. In winter vehicle users will have to travel on roads which are not currently cleared of snow (will there be a reduction in Council Tax in order to offset this inconvenience?)

If the Traffic Management Team were looking to address the difficulties encountered by road users across Aberdeen City, then I would strongly suggest that the Mounthooly Roundabout requires lighting. I have mounted the kerb there because I was unable to distinguish road from kerb in the dark. Also money could be invested in using reflective surfaces on pedestrian crossings controlled by traffic lights so that, in the dark, motorists can see if the crossing is occupied.

Finally, a physical barrier can create a significant barrier between residents such that separating the northbound section of North Anderson Drive from the southbound section could have the unintended/undesirable effect of separating communities in the area.



gg

I object to the closure of the right hand turn from north Anderson Drive in to Kingshill Road.

In my 30 years in my home I can only recall 1 accident which did not result in either serious injury or fatality. I look forward to what your show that has warranted the suggestion that this access should be closed.

I do not recall a build up of traffic waiting to turn right into Kingshill Road impeding the flow of traffic on North Anderson Drive so again do not consider this to be a safety issue.

Consider the current financial position of the council I would it consider this to be a priority as posed to the condition of the road from Midstocket to Kingsgate roundabout and the road round the roundabout.



CTM&DP_23-22 Prohibition of Right Turn



23/02/2024

All

The proposed prohibition of a right turn into Kinghill Road from North Anderson Drive, is puzzling.

Having used the right turn for nearly 30 years, with various vehicles, caravans and motorhomes, I've never found the turn a safety issue.

It may be the case that persons raising the issue are not experienced at best, or at least, not confident.

If safety is the issue, I have seen no changes @ the Kingsgate roundabout, where over the years there has been 2ea cyclist killed and numerous crashes into the pedestrian barriers.

It should also be noted that the stretch of the A92 between Cromwell Road and Broomhill Road, which has no divider, is potential more dangerous, when the residents halt in the outside lane to turn right into their driveways.

On a day when residents are demonstrating outside of the Council Offices, complaining on the £20 million cut to the budget, is this proposal good value for our Tax pounds.

If the changes is based on a perceived safety issue raised by poor, inexperienced and inconsiderate drivers, I look forward to the roads within Aberdeen being transformed into an accident free zone, or otherwise a pedestrian walk way.

Happy to discuss further



(A92 North Anderson Drive Aberdeen)(Prohibition of Right Turns)Order202(X)



26/02/2024

Dear Committee,

I would like to express my objections to above proposal.

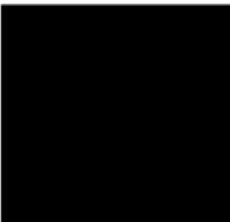
In my 19 years living in Maryville Place I have never seen nor heard of any traffic accident nor incident occurring due to the use of the central reserves as they were intended.

The only road safety issues I would highlight is the sometimes excessive speeds of some motor cars and some motorcycles in both lanes travelling both North and South on the A92.

There has been two incidents to my knowledge in the past few years due to this speed infringements.

The use of these reserves to access the streets mentioned has an added advantage in that it helps in a small measures to save the additional use of carbon pollutants as opposed to the longer routes either way as .. suggested in your letter

Yours sincerely,



TEL 01224

3

Sent from [Mail](#) for Windows

Re: Consultation - "The Aberdeen City Council (A92 North Anderson Drive, A...



26/02/202

Good morning,

I refer to your consultation document ref: CTM&DP_23Q4_23-22 in which you seek views of the proposed establishment of prohibition on vehicles turning right from A92 North Anderson Drive, Aberdeen. I wish to object to the proposed prohibition specifically with regard to turning right into Kingshill Road on the grounds that it is not justifiable.

I have recently purchased a house, [REDACTED] and since I have lived here I have not seen any incidents occur when drivers use the right turns. Therefore the safety concern that is outlaid in the document from the council that states it is for 'obvious road safety issues' with regards to this point I do not see there being any issues of road safety for any drivers. Furthermore I have used the right turn daily various times throughout the day as I have two daughters whom have many extra curricular activities without there being any safety concerns for other drivers to pass in the left lanes. This also applies to many of my neighbours whom use the right turn daily as well. I have also spoken to my neighbours of whom have resided at North Anderson Drive for much longer than I have and they have advised that they cannot recall there having been any road traffic incidents for the duration of their residence. Therefore I would request information on the number of complaints and enquires made over the last 5 years as proof of the significance of the 'obvious road safety concerns' raised in your letter regarding the right turn into Kingshill Road.

For visitors to any resident residing on the North Anderson Drive slip road the instructions are clear and easier to navigate, any visitors that I have had visit have been able to use these directions and have not had any difficulty using the Kingshill Road turn off. The suggested alternative route/s have added and will do so in future by adding complexity and confusion for visitors therefore increasing the traffic flow through Woodhill, Edgehill & Edgehill Roads and introduce potential safety and pollution hazards. I would've thought, especially with the council implementing measures within the city centre to counteract pollution levels that this would've been a forethought for other parts of the city as well.

With regard to using the Kingshill Road gap on North Anderson Drive as a U-turn facility I don't believe I have seen this happen at all. The appropriate signage is clear and the North Anderson Drive gap is so close to the King's Gate roundabout that most would use the roundabout to undertake a U-turn.

Furthermore another point I would like to make is that this proposed work to close the gaps is unnecessary. Instead these funds for these proposed works would be better utilised in carrying out essential repair works on North Anderson Drive itself as the road condition is very poor.



A92 Aberdeen prohibition of right turn.



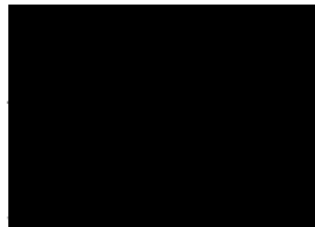
26/02/2024



Having used the north bound turn into Kingshill road for the past 24 years, I found it wide enough for a vehicle to safely turn right into Kingshill Road without impeding /encroaching onto the outside running lanes of North Anderson drive.

I cannot understand why this was never an issue before and now it appears to be when there is less traffic because of the AWPR. These right turns were made to ease the life of the local residents, not make them take a big detour and create traffic in streets which are normally quiet. You should be looking at putting traffic lights or a roundabout to slow the traffic and make it even safer than it is now.


Fom:



Proposed closure of right turn on North Anderson Drive



27/02/2024

 You forwarded this message on 28/02/2024 08:53.

Dear Sir / Madam,

I am responding to the consultation on "The Aberdeen City Council (A92 North Anderson Drive, Aberdeen) Prohibition of Right Turns) Order 202(X)"

I have lived in this area for 14 years and am a regular user of the right turn onto Kingshill Road (Northbound on North Anderson Drive.) I use this right turn regularly and have never seen it pose a problem in traffic. It is only ever used as a right turn (never a u-turn); it is not used very frequently, and it provides essential access to the streets it leads to. There is a good space to wait to make the turn, and due to the lights further up on North Anderson Drive, it is straightforward to wait for the opportunity to cross safely. I object to the proposal to close off the right turn here.

Firstly, as it is a short distance from the roundabout and positioned on a steep hill, traffic is not travelling at speed in this place. I have never encountered any difficulties in using it; it is not generally used as a route anywhere other than the residential area that it leads to. Whilst it is not ideal that the filter lane is relatively narrow, this is a regular road feature, (I can think of the exact same situation at Cairnfield Place on the newly rebuilt Auchmill Road.) If cars are driving with due care, it is perfectly possible to use the filter lane while two lanes of traffic can pass. With the opening of the AWPR there is less heavy traffic on this road in any case.

The proposed diversion will bring new problems. The one that concerns me most is how slippery and unpassable Edgehill Road and Woodhill Road are in the snow and ice. I have occasionally been unable to drive my car up the hill, and in wintery conditions I avoid these roads as they are untreated and steep. It is far safer to use North Anderson Drive to access the Edgehill area. It doesn't make sense to send traffic through the back roads when the main road is more direct.

Additionally, the proposed diversion will add considerable length to the journey to access the area, as access will be far less direct for many residents. I suspect that drivers will attempt to make more U-turns at the lights at the top of Midstocket Road to save time.

My final objection is that the state of our roads and pavements are surely a higher priority than this. At the junction with Westburn Road there are bare wires showing through the tarmac. There are many potholes all over the area. Rather than fixing things that are not broken, the council should repair the road surfaces all over the city which are in poor repair.

Thank you for taking my views into consideration,



APPENDIX 16– North Anderson Drive Objection

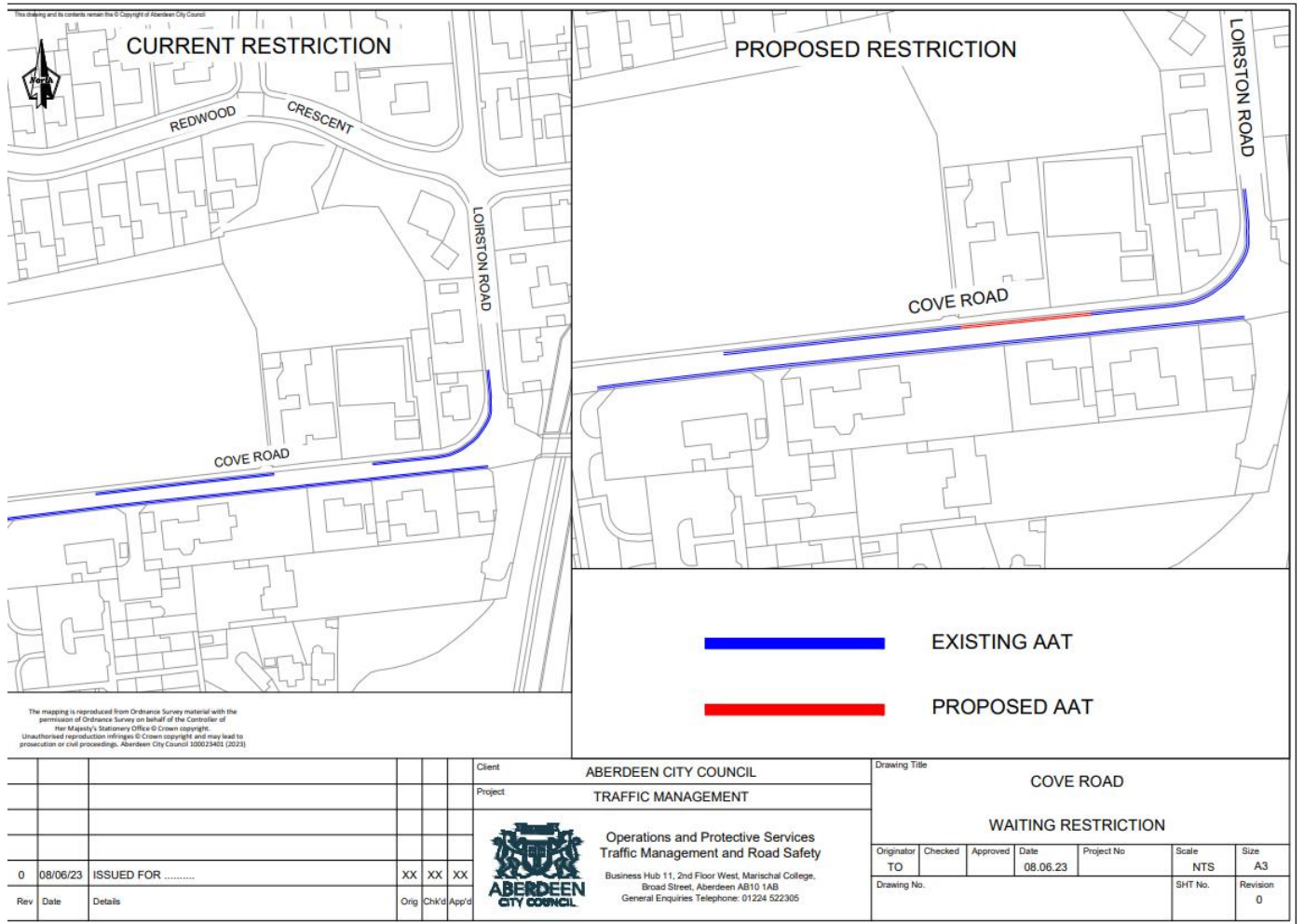


01/03/202

Sent from my iPhone. [REDACTED] I have lived at Maryville Place for over 35 years @I have never seen any accidents on that right turn . There are a lot of safe drivers go to Kings gate or turn right into Maryville place @ turn @ leave by exit onto left side of drive .when I am working in my garden in the summer Months I see a lot of boy racers doing U turns from Anderson drive south onto North side of the drive .I also see young lads no helmets on motor bikes doing wheelies have phoned police nothing ever done .They use it as a race track Why should residents suffer for the likes of these youths .When you want safety the residents that live in Maryville place have to go up to Midstocket to cross road safely or down to Kingsgate we could do with a crossing in between when we want a bus service .Taking into consideration removable bollards is taking care of your needs not the residents suffer for bad drivers.There should be a system where fines are made or points on license for people not obeying traffic rules.I sent in letter 2 weeks ago never heard back so I am trying again . [REDACTED]

5.3.3. The through lane in each direction (c1 in [Figure 5-4](#)) should not be more than 3.65 m wide, exclusive of hard strips, nor less than 3 m. The desirable width of the turning lane c2 is 3.5 m, although this may be reduced to 3 m (but see [5.3.5](#)) or increased to 5 m (see [5.3.4](#)). A warning line (diagram 1004 or 1004.1, see [Table 5-1](#)) is used to separate the two lanes.

APPENDIX 18– Cove Road Proposed plan for extension of lines





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (COVE ROAD, ABERDEEN) (PROHIBITION OF WAITING)
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 is to establish a prohibition of waiting at any time on certain lengths of Cove Road, Aberdeen, as 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/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run between 6 February and 27 February 2024, inclusive. 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 6 February to 27 February 2024, 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)

Cove Road

North side, from its junction with Loirston Road, westwards for a distance of 132 metres or thereby

South side, from its junction with Loirston Road, westwards for a distance of 164 metres or thereby.

APPENDIX 20– Cove Road Objection



I would like to object to the notice stating the probation of waiting times on Cove Road- specifically outside Happitots, Cove Bay. The area in question is right outside the nursery that I work in and that my son attends. There is a small car park attached to the nursery, however, as it is a small carpark there is not enough space for staff who require spaces and all the parents who drop off their children. Not having available space would mean that I am unable to safely take my child to nursery as there would be nowhere to park near- I would need to walk for a min of 10 minutes. I am currently heavily pregnant and this is not an option for us. Further to this, we also have parents/children with additional support needs and physical impairments- walking this distance to get to the nursery would be a shocking development which I would consider to be unacceptable.

These spaces outside the nursery are required to keep our business accessible to meet our families needs - there are no other places to park near the nursery for anyone to drop off or pick up their children, let alone for staff who work here to park through the day.

This course of action needs to be rethought as this will affect well over 100 families who use and love the nursery that is here. Prohibiting waiting times in this area will negatively affect not only the families but all of our staff, who some travel a big distance to get to the nursery.

I implore this to be rethought as this would have a major impact on the area, and would leave a lot of families in a difficult situation.



APPENDIX 21– Cove Road Objection



09/02/2024

G
M

I am writing to express my objection to the probation of waiting times on Cove Road, Aberdeen. Most importantly the length of road outside of Happitots Nursery Cove Bay. I am a member of staff working for the nursery and due to very limited parking myself and other staff members of the nursery have no choice to park on Cove road (avoiding the double yellow lines) The nursery does have a very small car park but this can only fit 2 cars maximum. Due to the car park also being small, our parents and carers do not have any space to park when dropping off their children to the nursery so the notice on waiting times would affect parents dropping off and picking up their children. I also think that if we were to park at the nearest open car park (Loirston Annexe) this would then cause an issue due to taking up those parking spaces when the annexe has groups/events on. There are also parents and children within the nursery who have additional needs that may suffer due to having to walk a considerable distance to gain access to the nursery.

I hope that this will be taken into consideration as this has possibility of affecting business and has an impact on our staff and families who are travelling from a further distance to come to work and nursery.

Thank you,

[Redacted signature]

objection to traffic management notice on Cove Road



09/02/2024

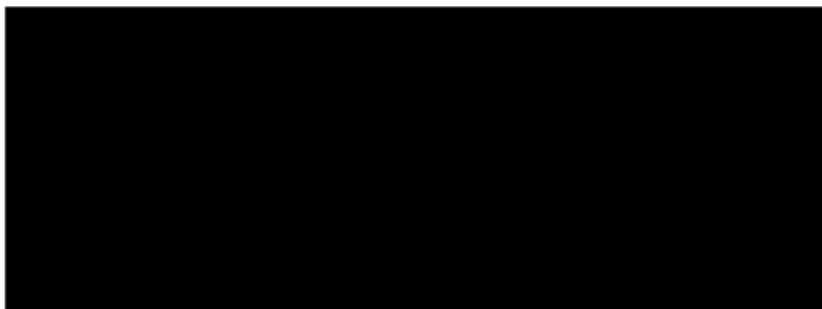
[REDACTED]

I am writing to object the traffic management notice posted out the nursery on Cove Road. I myself, do not drive however, my boyfriend often comes to pick me up from work- I am currently employed at this nursery. This would affect him as there would not be a space for him to collect me. Furthermore, and more importantly, the young children and babies who use our setting rely on this parking spaces. There is not adequate parking near the nursery, not on the street, parents of these babies and toddlers would have no choice but to walk 10/15 minutes to get to the nursery. Many of these children and parents have additional/physical needs and cannot walk this distance for a 5 minute drop off/ pick up.

This is too much to ask for any of our parents who rely on our setting.

Changing the traffic management regulations on the road would have a huge effect on over 100 families and staff members who rely on these spaces. This must be reconsidered and a different option considered.

[REDACTED]



09/02/20

Regarding the photo attached

If you place double yellow lines all the way along first argument I have is where are the staff going to park to carry out there work as there is no car parks or anywhere near the area to park

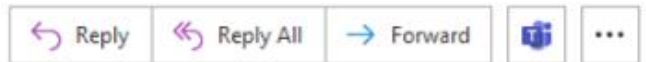
Secondly how will the children's parents collect them and drop them off as this is outside a nursery and has been for years

Thirdly there is no hindrance to the people who live on the opposite side of the road as there driveways are completely accessible throughout the day

The parking in this area is only between 7.30 in the morning and around 6.30 in the evening so there is no need to make it a completely double yellow road

APPENDIX 24– Cove Road Objection

Objection



Fri 09/02/2024 21:54

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of children attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery.

Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.



Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,



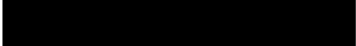
Objection to traffic regulation




[Reply](#) [Reply All](#) [Forward](#)  

Sat 10/02/2024 13:45

Hello,






I am writing to object to the traffic man agent regulation outside Happitots nursery in cove. My name is 


My twin children go to this nursery and I have to do pick up and drop off on my own. Without the space outside the nursery where am I to park to drop off my children? The nursery only has a small space for staff. They are not old enough to walk for and I can not carry both on my own. Putting in more traffic regulations would be detrimental to all single parents with multiple children. There are already parking restrictions further up the road making it impossible to find a space outside the nursery. Please reconsider this.

Kind Regards,



Parking restrictions at Cove Road next to Happitoots nursery

 Reply  Reply All  Forward  

Tue 13/02/2024 11:10

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of a child attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery. Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,



Objection to implementation of waiting restrictions on Cove Road



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  

Tue 13/02/2024 12:27

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of a child attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery. Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,



Cove Road, Aberdeen Order 202(X)



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  [⋮](#)

Wed 14/02/2024 19:55

Hello,

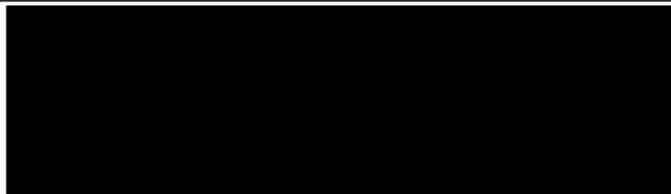
I am writing to object to the proposed changes on Cove Road that prohibits waiting as per the sign attached outside Happitots Nursery.

This area is already very difficult to find parking for in collecting and dropping off children for parents to head to work and placing evermore restrictions in place doesn't appear to benefit anyone least of all those who use the nursery / area and our employers.

I don't quite understand the logic in prohibiting waiting here given this seems to only seek to harm parents and guardians who have to collect and immediately head to work across the city, if anyone could shed light on this I'd be very appreciative.

Thank you,





Reply Reply All Forward  

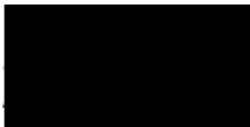
Thu 15/02/2024 07:37

Good morning,

I would like to object against being unable to park next to the Happitots Nursery in Cove. As a parent, it's impossible to get parking there in normal times never mind for drop offs & pick ups which take a matter of minutes!

Please note that if this comes into force, parents will struggle and like myself, may need to consider an alternative nursery which may result in the business struggling.

My details are



Best regards

Prohibition of waiting order



 Reply  Reply All  Forward  

Fri 16/02/2024 18:35

To whom it may concern

I want to object to proposed traffic regulations order 2023 Q4 Cove road ,North side from it's junction with Loirston Road. I have a child in the Happitots nursery and after dropping her I have only 15 min to get to work and if the drop off parking will be prohibited I will have to walk her to the nursery and then come back home and get my car which is impossible if I want to keep my job.

Kind regards



Sent from [Outlook for Android](#)jeuhh

Objection to implementation of waiting restrictions on Cove Road



Reply Reply All Forward

Tue 13/02/2024 12:27

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of a child attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery. Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,



Parking restrictions at Cove Road next to Happitoots nursery



← Reply ← Reply All → Forward

Tue 13/02/2024 11:10

Dear Council,

I am writing to express my objection to the proposed traffic management measures outlined in Traffic Management-Proposed traffic regulation orders-2023 Q4.

I am writing specifically concerning the introduction of waiting restrictions on Cove Road. As a parent of a child attending the nursery in the area, I firmly believe that these measures would have adverse effects on the safety and convenience of drop-off and collection times for parents and guardians.

The current parking situation around the nursery already presents challenges for parents, with limited nearby parking facilities making it difficult to safely drop off and pick up our children. The introduction of waiting restrictions on Cove Road would exacerbate this issue, leading to congestion, more disruption to residential streets and creating potentially unsafe conditions for families with very young children accessing the nursery.

While I understand the desire to address traffic concerns by the resident on the road, it is important to recognise that as part of the original planning permission Ref: P141203 the allocated parking outside the nursery was considered as part of this application and the council accepted use of this parking area as acceptable and even acknowledged an increase in traffic. The application states; "As a result of the increase in children, it is recognised that this would lead to an increased number of cars during drop off and collection times. However, the volume of cars at the site would be for limited times during the day, and there is a small area of on street car parking immediately outside the site and room to park 6 cars within the boundary of the site. Overall, it is considered that the proposed extension and alterations to the nursery are considered complementary to the residential use of the surrounding area."

Additionally in the planning application it states: "However, it has been confirmed that there are staggered drop off times for the children, which will reduce the number of vehicles arriving at any one time. It should also be noted that there will be an element of car sharing in the drop offs with instances of more than one child per vehicle. As well as this children will be being dropped off from the local areas that are able to walk to the site and not use a car. On this basis, the Roads Engineer has no objection to the proposed extension"

As referenced in the planning application the nursery has already taken steps to mitigate potential increases in traffic volume, such as implementing staggered drop-off times; offering early drop offs and promoting alternative modes of transportation for staff and parents.

Additionally, it is worth noting that the section of Cove Road where waiting restrictions are proposed currently provides adequate visibility for drivers, negating the need for additional restrictions. In addition the traffic control measures in place on Loriston Road and the extension to the footpath for the housing scheme developed offers a similar, if not a more significant restriction to traffic flow and road width than parking on Cove Road.

I urge you to reconsider the proposed waiting restrictions and explore alternative solutions that prioritise the safety and convenience of parents, young children, and families accessing the nursery. Collaboration between local authorities, the nursery, and the community is essential in finding sustainable traffic management solutions that address concerns while minimising disruption to residents and businesses in the area.

Thank you for considering my objections to the proposed traffic management measures. I trust that you will carefully evaluate the situation and take appropriate action to ensure the safety and well-being of all members of the community.

Yours sincerely,



Objection to Cove Road prohibition of waiting 202x



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [📧](#) [⋮](#)

Wed 21/02/2024 21:

Good evening,

I'm writing to object to the proposed provision of waiting on Cove Road.

My daughter attends this nursery and I feel her, and every other child, will be put in danger at drop off no pick up. This is a busy road, there is a shop at the bottom with people stopping and it's also on a bus route with lots of school children waiting.

If we aren't allowed to stop and drop off here the only other option is to park next to the already very busy shop at the bottom of the road. Cross the busy road then walk up the hill.

I believe this is too risky and am very unhappy with this.


I'll definitely be reconsidering sending my daughter here if stopping is prohibited.



[Sent from the all-new AOL app for iOS](#)

Cove road prohibition of waiting at any time Objection



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  [⋮](#)

Thu 22/02/2024 00:0

To whom this may concern,

I wish to submit my objection to the proposed new measures stopping any vehicles from waiting on cove road for any length of time.

We currently collect our nephew from the nursery located on this road.

Sent from my phone

APPENDIX 35– Cove Road Objection

Cove Road



 Reply  Reply All  Forward 

Thu 22/02/2024

The proposal to increase the parking restrictions on Cove Road could have a detrimental effect on the business Happitots Nursery. Parents & carers have no option but to park in this area as there is absolutely nowhere else to do so.

Sent from [Outlook for Android](#)

Cove Road objection



Fri 23/02/2024 22:04

Good evening,

I would like to object the decision of extension of prohibition of waiting at any time restrictions.

I strongly disagree with this decision and solution to park in neighbouring area is just not an option. The nearest parking place would be loriston road which is also bus route with residential properties and moving one issue to another street it's not an option.



Also this parking restriction strongly impacts the business (nursery) and drop off and pick up times for the families. It's a nursery so all the parents will be carrying from "neighbouring " streets they babies and that will put them in danger for crossing road, there is not a single crossing around that area so again people will be on the streets which makes more dangerous.

This parking has not been thoughtfully proposed and I strongly disagree with it, and would like to object it.



Proposed parking restrictions on Cove Road



[Reply](#) [Reply All](#) [Forward](#)  

Mon 26/02/2024 16:04

I am writing in reference to the proposed change to parking restrictions on Cove Road and strongly object to the said proposal.

I am a grandfather who picks up my grandson and soon to be granddaughter from the Happy Tots Nursery at the bottom end of Cove Road. This will mean a long walk just to safely pick up babies, toddlers and young children, some of which will have some special needs. Also, some adults picking up will not be able to walk to collect the children. The premise has only one space for access which is also used by service and delivery vehicles. Surely, for the safety of all the children being dropped off and collected an area could be allocated to allow for cars to stop for 5-10 minutes for this to happen in a safe and secure manner.

The area concerned is not a busy area, especially at the drop off and pick up times concerned. Buses are few and far between in the area and they have plenty space to pass any parked vehicles, especially when most are only there for 5 minutes or so.

To ban all traffic would probably mean more disruption in the area as parents and all those either dropping off or collecting having to drive around looking for a suitable parking space. This would also mean that this would cause more emissions to build up in the area than would normally be required due to many having to travel further looking for a suitable parking space.

Therefore, can I ask that an area be set aside, either on the road outside the premise, or, in the park area adjoining the building to allow this to happen in a safe and healthy environment for all concerned. Maybe an area marked for drop off and collection for a maximum of 10 minutes might be appropriate.

To conclude I ask the committee to consider my point before they continue with the proposal.

Thank you.

Sent from [Outlook for Android](#)

APPENDIX 38– Cove Road Objection

Cove Road waiting restrictions

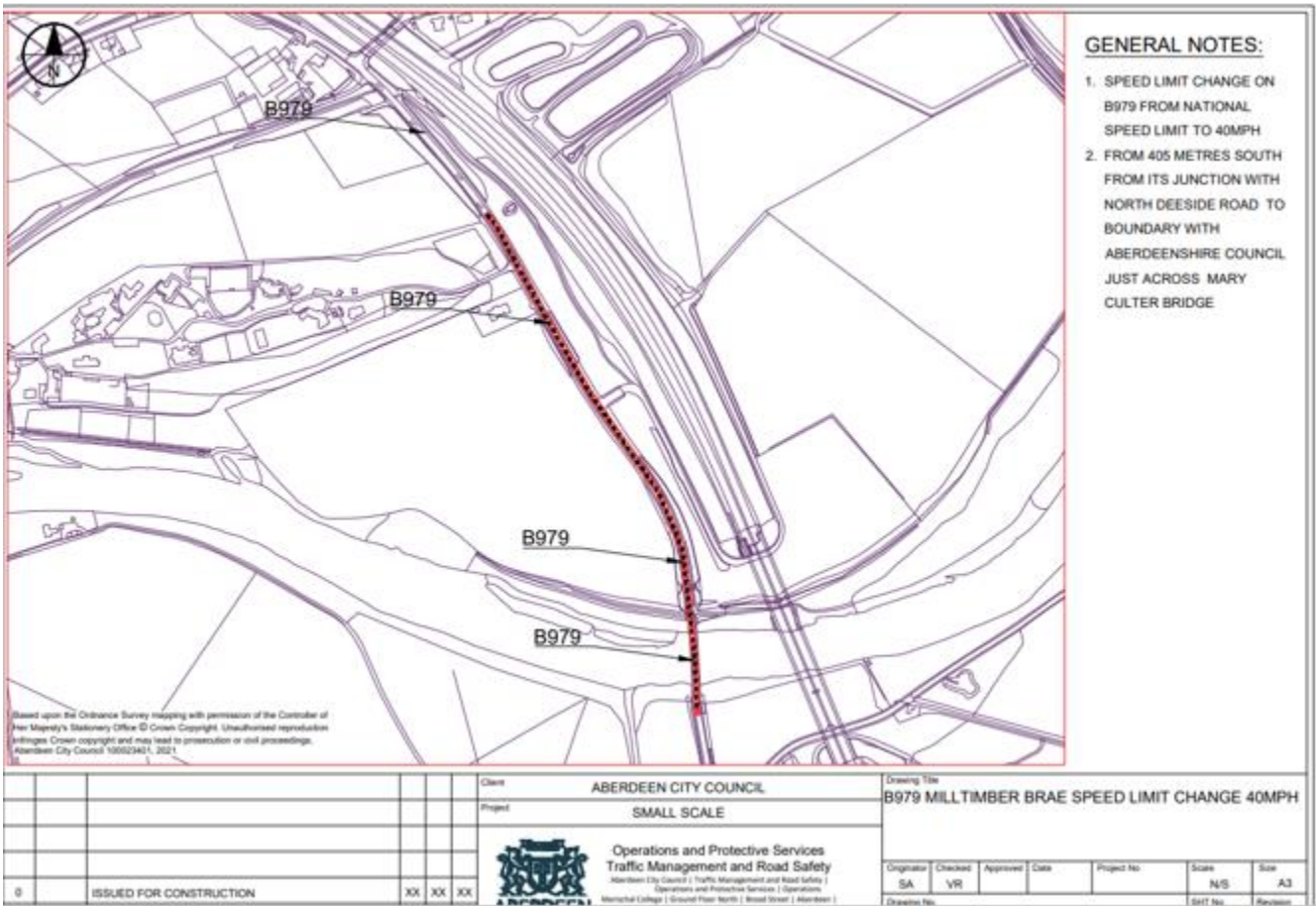


[↩ Reply](#) [↩ Reply All](#) [→ Forward](#) [📧](#) [⋮](#)

Mon 26/02/2024 22:30

I wish to put forward my objection to waiting restrictions on Cove Road outside the Happy Tots Nursery. This is going to cause great difficulty for all the parents, children and staff at the nursery. There are no nearby places to park whilst dropping off or picking up children. This will mean a long walk for everyone attending- this makes it really hard for parents in bad weather and when they have more than one child to drop off/collect. I pick up/drop off my grandchild regularly and would find it very difficult to walk further. Surely there should be some provision for allowing drop off/pick up at a nursery- especially where it is situated- there is nowhere near to park and this will have a knock on effect of jamming up traffic in a residential area. The children attending this nursery are babies up to preschool and their safety and wellbeing is paramount. Please consider these facts when discussing the proposed restrictions.

APPENDIX 39– Milltimber Brae 40mph speed limit change proposal plan





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (B979 MILLTIMBER BRAE, ABERDEEN) (40MPH SPEED LIMIT) ORDER 202_

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 is to establish a 40mph speed limit on a certain length of the B979 Milltimber Brae, Aberdeen, as 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 measure, 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/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run from 6 February to 27 February 2024, inclusive. 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 6 February to 27 February 2024, 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
(40mph Speed Limit)

B979 Milltimber Brae

From 405 metres or thereby south of its junction with the A93 North Deeside Road to 150 metres or thereby north of its junction with the B9077 South Deeside Road.

APPENDIX 41– Milltimber Brae Objection

[REDACTED]
20th February 2024

Dear Sir/Madam,

Whilst I accept and agree that speed limits should be set and reviewed when necessary, I wish to object to the above order relating to Milltimber Brae B979 - Proposed 40mph speed limit.

I understand from the photograph below that the objection period runs from 6-27th February. For convenience, I also attach the statement of the Council's reasons.

I have reviewed the Road Traffic Regulation Act 1984 and various guidance and, amongst many things, they require Councils to consider various criteria when setting new speed limits, including:

1. road/street functions - including whether streets contain shops or are mainly residential, volumes of traffic, bus services, local access, formal walking and cycling routes, etc.
2. composition of road users - including existing and potential levels of vulnerable road users;
3. existing traffic speed;
4. accident data - including frequency, severity, types and causes;
5. road environment - including width of road and footway, sightlines, bends, junctions, pedestrian crossings, etc.;
6. local community - including consultation with police, other emergency services, public transport providers and impact on residents and local businesses (e.g. usage of road, parking facilities, noise and air quality);
7. cost benefit - before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs, and;
8. alternatives - what other measures can be adopted to reduce risk.

It seems to me that the Council's reasons below barely cover only some of these requirements:

1. Milltimber Brae is an important link between the North and South Deeside roads with very few pedestrians, no buses and no commercial properties
2. the Deeside Way has been existence for several decades as has the road crossing on Milltimber Brae. As far as I can see there have been no developments in the vicinity of the crossing that would have increased non-vehicular activity along Milltimber Brae and the Deeside Way. In addition, I expect that the AWPR would have decreased vehicular use along Milltimber Brae.
3. No data on past or current traffic speed has been presented.
4. No data on past or current accident data has been presented.
5. No information on the views of the local community has been presented.
6. Only the cost of introducing the changes has been mentioned and not the wider costs and benefits including impact on travel times.
7. No alternatives have been proposed such as the introduction of Zebra or Toucan crossings.

I would happily support changes to speed limits that follow Government guidance but, to me, it seems the Council has only completed a cursory review in this case and, given that the crossing has been in existence for decades, why is it necessary to make a change now?

Kind Regards, Mike
[REDACTED]

Traffic Management - Order 2023Q4 - Milltimber Brae B979



27/02/2024

[Redacted]

[Redacted]

I wish to object to the proposal to modify the speed limits on Milltimber Brae.

In response to your proposed modification to Speed Limits on Milltimber Brae, I would detail the following:

a) I do not object in principle to changing the Road Speed Limits in this area. I have sent several E-Mails to Aberdeen City over the years highlighting safety issues at the Deeside Cycle Route crossing.

b) I would suggest that the limit for 30 MPH is extended to either :

1) "The Gables House" or

2) Bridge - Aberdeen Side.

I would highlight that due to entrance to Camphill School, proximity of Deeside Cycle Route crossing and the incline of the road, the proposed 30 MPH restriction limit is not appropriate.

My preferred option is the Bridge Aberdeen Side, removing any 40MPH from the Aberdeen City road, resulting in a consistent speed in the City.

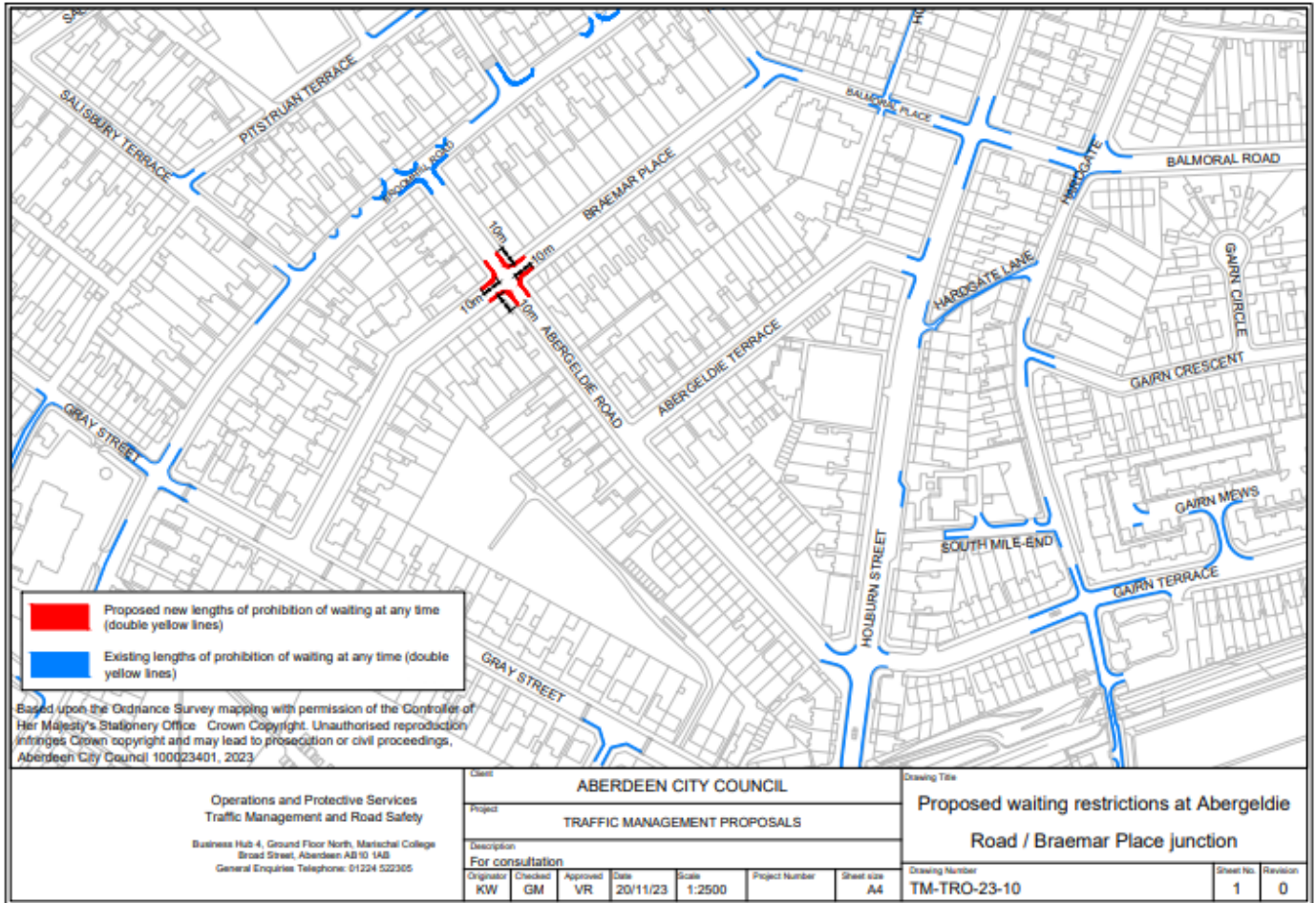
The fact that Aberdeenshire has reduced the speed to 40 MPH would indicate a lack of joined up thinking in the past

In addition to changing the speed limits, I would request that the area around the Deeside Way Crossing is reviewed to ensure it complies with Good Practice, e.g.

a) Road Signage b) Rumble Strips c) Road Markings

[Redacted]

APPENDIX 43– Braemar Place/Abergeldie Road plan





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (ABERGELDIE ROAD / BRAEMAR PLACE, ABERDEEN)
(PROHIBITION OF WAITING) 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 is to establish a prohibition of waiting at any time on certain lengths of Abergeldie Road and Braemar Place, Aberdeen, as 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/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run from 6 February to the 27 February 2024, inclusive. 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 6 February to 27 February 2024 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)

Abergeldie Road

Both sides, from its junction with Braemar Place, north-westwards for a distance of 10m or thereby.

Both sides, from its junction with Braemar Place, south-eastwards for a distance of 10m or thereby.

Braemar Place

Both sides, from its junction with Abergeldie Road, south-westwards for a distance of 10m or thereby.

Both sides, from its junction with Abergeldie Road, north-eastwards for a distance of 10m or thereby.

Dear Traffic Management People

Abergeldie Road & Braemar Place – proposed lengths of prohibition of waiting at any time.

Having lived at [REDACTED] was shocked to read your notice advising the proposed traffic calming measures. This proposal is unnecessary. As far as I am aware there have been no incidents at this junction for at least 30 years. Parking is already difficult in Braemar Place, due to previous traffic calming measures on Broomhill Road and the surrounding streets, cars filter down to our street, making parking problematic. The proposed restrictions will make this significantly worse, particularly for those closer to the junction who will be severely impacted. These residents will have to find parking spaces further along the street which will then force other residents further away from their homes. A number of Braemar Place residents are elderly and the inability to park near to their homes will be hard felt, namely our neighbour who lives on the corner of Abergeldie Road and Braemar Place.

The proposed parking restrictions around the junction will not have any significant effect on road safety because there are high walls, hedges and trees running right up to the junction corners which block sightlines until vehicles are within a couple of metres of the junction. Restrictions extending beyond the curve of each corner will have little or no effect at all. Introducing 10m restrictions is unnecessary and wasteful of resources. Surely this money could be better used for alternative projects, perhaps in one of our city schools.

Braemar Place and Abergeldie Road are both wider than many nearby roads. This extra width allows two vehicles to pass easily, even with vehicles parked on both sides of the road, which greatly assists the sightlines and ease of entry at this junction compared to other similar but narrower roads.

The proposal suggests that because there are parking restrictions in place at the junctions of Abergeldie Road with both Broomhill Road and Holborn Street, it is somehow right to also introduce them at Braemar Place. The comparison is false because the situations are completely different. Both Broomhill Road and Holborn Street are major roads with a 30mph speed limit, carry heavy traffic and are on bus routes. Abergeldie Road and Braemar Place are both quiet residential streets and have an advisory 20mph speed limit.

It is noted that the proposal does not include the junction of Abergeldie Road and Abergeldie Terrace. Abergeldie Terrace and Braemar Place are similar quiet residential roads and both have give way junctions with Abergeldie Road. However, there are two differences which make the Braemar Place junction safer than the Abergeldie Terrace junction. Braemar Place is wider and therefore has better sightlines. Abergeldie Road is on a steep incline and vehicles are travelling much faster as they pass Abergeldie Terrace than they are passing the Braemar Place junction which is flatter and near to the T-junction with Broomhill Road. It is also noted that there are nearby quiet residential roads, narrower than Braemar Place with junctions onto the busy Broomhill Road, examples being Balmoral Place and Allan Street, which do not have 10m restrictions in place. It is perplexing that there is an apparent road safety issue at Braemar Place but not at Abergeldie Terrace or at other roads opening onto the much busier Broomhill Road.

Yellow lines are detrimental to the character of the area and should be excluded whenever possible. People live in these houses and flats and need parking places for their cars.

There are though other, better, things which could be done regarding the safety of local residents and users of the junction:

The give way markings for the junction have, for a very long time, been almost entirely worn away. The junction is now pretty well unmarked with a risk that vehicles will not slow down or stop on approach. The markings should be repainted without delay.

Ever since Gray Street had speed bumps installed, Abergeldie Road has become a rat run with vehicles speeding up and down the steep slope. Speed cushions on this road would stop this and, if strategically placed, would slow traffic at both Braemar Place and Abergeldie Terrace which would greatly increase the safety of road users, pedestrians and residents.

The proposal should be rejected because it will do very little to solve a problem which doesn't really exist, is not consistent with other more difficult junctions which are not restricted, and which will make life much more difficult for local residents.

We trust you will listen to our pleas to reject this ill-considered idea.



APPENDIX 46– Braemar Place/Abergeldie Objection

Abergeldie Road / Braemar Place prohibition of waiting order 202(x)



01/03/2024

ood morning,

hope this email finds you well.

rst of all, my apologies for missing the consultation period. I was away during a lot of February so until yesterday I had missed the signs and therefore the 6th-27th February nsultation window. I hope that I am not too late to raise some concerns on the below proposal:

Abergeldie Road & Braemar Place – proposed lengths of prohibition of waiting at any time.

s stated, the proposal is for the prohibition of waiting for 10 meters on both sides, on all four corners of the junction of Abergeldie Road and Braemar Place. As stated in the roposal on the Aberdeen City website, this is not a normal procedure for a residential area. The proposal makes reference to the existing prohibition of waiting on the Abergeldie oad junctions with Broomhill Road and Holburn Street, however, these two roads are main thoroughfares with high traffic volume with a speed limit of 30mph, whereas Braemar lace is a quiet residential street with significantly less traffic and a speed limit of 20mph.

ave lived at [REDACTED] for almost five years, my flat overlooks the junction with Braemar Place, and I have never witnessed any traffic incidents, nor any near/close alls.

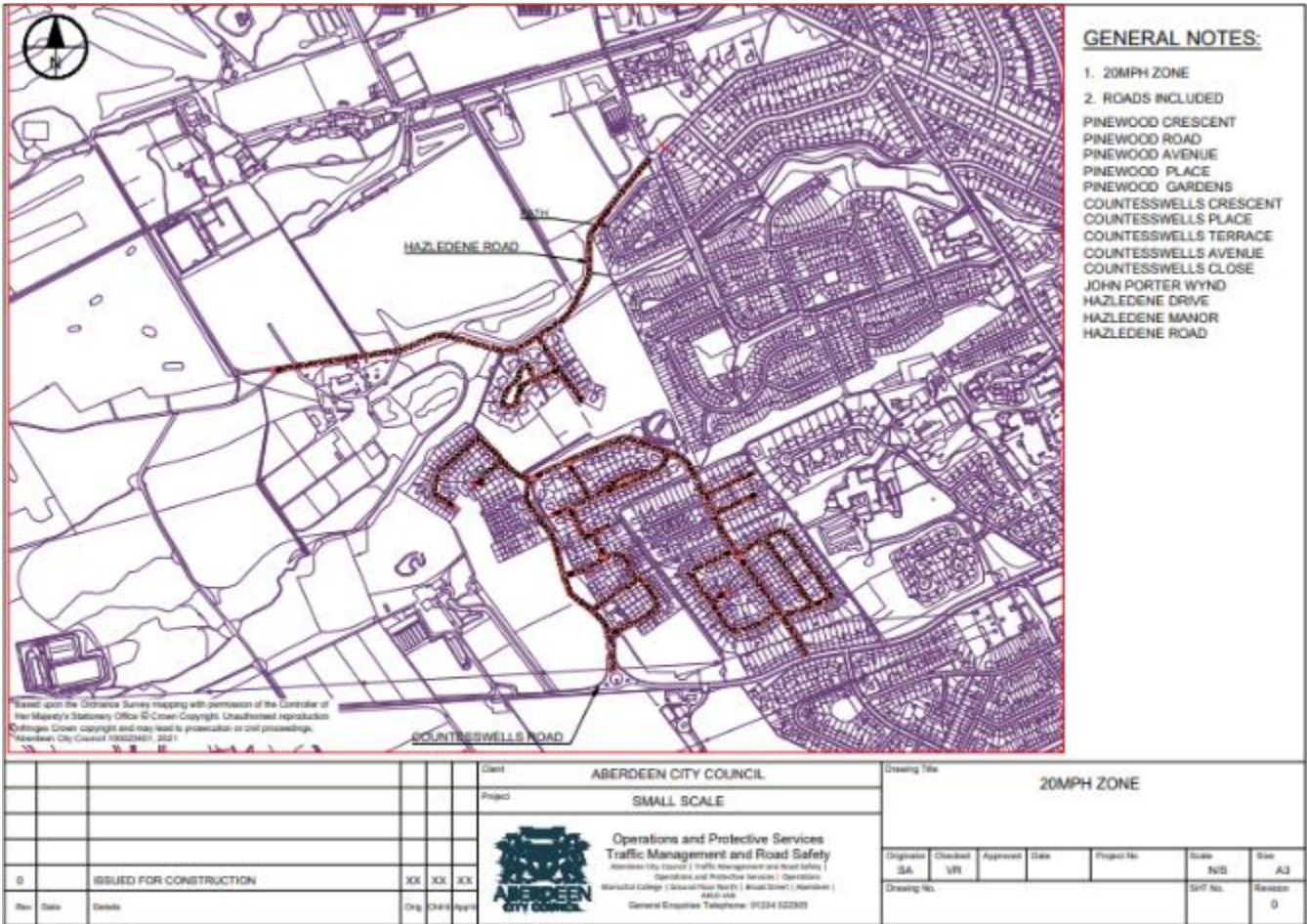
or these reasons I object to the proposal. 10 meters of double yellow lines on all sides, on all corners is excessive for the nature of the junction. However, if it is still deemed ecessary, perhaps 5 meters might be more than sufficient to deter parking on the corner(s).

urthermore, you may find you are not able to paint the double yellows due to the road's condition, we would appreciate some degree of road/pothole repair if this proposal was o proceed.

would appreciate it if you would be able to provide confirmation of receipt of this email, please let me know if there is anything else you require from me.



APPENDIX 47- Hazledene/Pinewood 20mph scheme





ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (HAZLEDENE / PINWOOD AREA, ABERDEEN) (20MPH ZONE) 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 is to establish a 20mph zone on roads in the Hazledene / Pinewood area, Aberdeen, as 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/tm-proposed-traffic-regulation-orders-2023q4>

The consultation will run from 6 February to the 27 February 2024, inclusive. 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 6 February to 27 February 2024 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)

Countesswells Avenue, Countesswells Close, Countesswells Crescent, Countesswells Place, Countesswells Terrace, Hazledene Drive, Hazledene Manor, Hazledene Road (between its junction with Queen's Road and a point 975m or thereby west of its junction with Craighucker Avenue), John Porter Wynd, Pinewood Avenue, Pinewood Crescent, Pinewood Gardens, Pinewood Place, and Pinewood Road.

 Hazledene / Pinewood traffic measure



[↩ Reply](#) [↩ Reply All](#) [→ Forward](#)  

Mon 26/02/2024 20:06

I refer to notices attached to lamppost suggesting that the council intentions are to restrict speed to 20 mph

I am all for safety but this measure seems unnecessary.

How many incidents have occurred or been reported since the estate was essentially opened in 2015?

Apart from the obvious safety thoughts, is this really a good use of council resources, when you look around the surrounding vicinity and so much could be done to improve childrens play areas, improve the path between Countesswells Avenue and heading towards the Macaulay institute (by the way - absolutely criminal to sanction the new road, cutting through a wonderful sanctuary of green crass to Creighton Road) and other obvious improvements.

All in all I object to this proposal - no more signs please!



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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport Committee
DATE	11 June 2024
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023 – Statutory Public Consultation
REPORT NUMBER	CR&E/24/169
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Graeme McKenzie
TERMS OF REFERENCE	8

1. PURPOSE OF REPORT

- 1.1 This report considers objections and comments received during the consultation process for “The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023”.

2. RECOMMENDATION

That Committee: -

- 2.1 note the benefits highlighted, to date, by the bus operators, and recognise the measures will support continuing improvements. Similarly, noting the measures support active travel by way of walking or cycling. Collectively, the measures are a vital component of the City Centre Masterplan for establishing an attractive and vibrant city centre, with an environment that is conducive to encouraging footfall. Furthermore, choice remains in terms of access, with car parks and on-street parking capacity unaffected, and a network of appropriate distributor roads available, whether for access or through traffic;
- 2.2 approve the making of “The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) Experimental Order 2023” as a permanent Order, albeit with continued monitoring in terms of the ongoing city centre masterplan.
- 2.3 instruct the Chief Officer Operations to commence the procedure for the Order to be made permanent.

3. BACKGROUND

- 3.1 “The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023” was made on 24 July 2023, with its operation being brought into effect on the 1 August 2023. Albeit when allowing for roadworks it was the 21 August when all the necessary changes had been completed on the ground, and where it was announced as being fully operational.

3.2 A summary of the complete package of measures provided by the Experimental Traffic Regulation Order is specified in Appendix A, however, the restrictions that are the focus of objections / comments are: -

- the new city centre Bus Gates/Lanes on Bridge Street, Guild Street, and Market Street/Union Street (permitted vehicles are buses, cycles, goods vehicles, taxis, and private hire vehicles).

**Please note, the Bus Gates that control access onto central Union Street, between its junctions with Bridge Street and Market Street are already established by way of a permanent Traffic Regulation Order, however, the experimental order has extended access to all the vehicle classes stated above; namely, it was previously restricted to timetabled local buses and cycles, with goods vehicles (except 7.5T plus), taxis etc. having to enter central Union Street via Back Wynd.*

- the prohibition on turning right from Union Terrace onto Rosemount Viaduct (except for buses, cycles, taxis, and private hire vehicles)
- the creation of a 'Pedestrian and Cycle Zone' on Schoolhill / Upperkirkgate, between the junctions with Back Wynd and Flourmill Lane, with access being limited for the purpose of loading at adjacent premises between the hours of 4.30pm and 11am.

3.3 An Experimental Traffic Regulation Order (ETRO) is a method of introducing traffic management arrangements and consulting simultaneously with the measures in operation. This allows the Council, acting as the Local Roads Authority, and road users the opportunity to ascertain the 'real world' effect of the measures. The consultation is open for a period of 6 months (commences with the making of the ETRO), while that actual operation of the ETRO is limited to a period of no longer than 18 months. Accordingly, a Roads Authority is compelled to reach a conclusion during the period of experimental operation as to whether the ETRO is made permanent (in full or part) or abandoned.

3.4 A criticism that has been levelled at the ETRO is it has been used to circumvent the usual permanent Traffic Regulation Order consultation process prior to implementation, and they are rarely used in Scotland. In this regard, the Scottish Government amended the statutory procedure for establishing ETROs in November 2021, thereby adopting the same long-established procedure in England and Wales. Prior to this, and for context, they were seldom used in Scotland, as they could often involve multiple procedures, that in practical terms defeated the purpose of their use. As stated, they can be an ideal way of testing traffic management measures, and anecdotally, since the procedure was modified, their use in Scotland does appear to be on the rise.

3.5 In terms of volume, the direct number of objections received during the consultation period, in-line with the statutory process, is 500+. The full content of the objections can be viewed in Appendix B (individuals) and C

(businesses); however, the main themes will be considered in later paragraphs.

- 3.6 Beyond the formal objections sent directly to the Council, there was further feedback received on behalf of businesses, from Aberdeen Inspired, and Aberdeen & Grampian Chamber of Commerce (See Appendix D and E respectively).
- 3.7 Two petitions have been circulated via the 'Change.org' website; one titled "[Scrap the new Bus Gates – Keep Aberdeen accessible](#)", the other, "[Stop Aberdeen City Council's plans for Guild Street Bus Gates](#)", which have 6,887 and 738 signatories respectively (signatories recorded to 7 May 2024). These petitions are highlighted for information, and it is expected any comments associated with the signatories will echo the same themes submitted in the formal objections received by the Council.
- 3.8 The main purpose of the experimental order is to support the City Centre Masterplan by establishing a priority route for buses, while still maintaining access for pedal cycles, taxis, goods vehicles, and authorised vehicles (namely, private hire vehicles). This enhances bus reliability and travel time, thereby encouraging bus services as a sustainable transport option. Similarly, the removal of general through traffic from the roads concerned will establish an improved environment for pedestrians and cyclists, while facilitating future streetscape improvements.
- 3.9 The ETRO also maintains the 'Pedestrian and Cycle Zone' that has been established on Schoolhill / Upperkirkgate, between its junctions with Back Wynd and Flourmill Lane; this measure originally being established as a 'Spaces for people' intervention during the COVID pandemic.
- 3.10 In support of the changes, junction improvements were made to South College Street area that takes account of re-routed general traffic and corresponds with the local roads hierarchy which was updated in 2020. This project (£8.5 million spend) being funded through the Council and a grant received from the Scottish Government's Bus Partnership Fund. Further information can be viewed at the following link: - <https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/south-college-street-junction-improvements-project-phase-1>
- 3.11 Accordingly, the B983 (Denburn Road, Wapping Street, College Street, South College Street), Palmerston Place, the A956 (North Esplanade West, Market Street, Trinity Quay, Virginia Street and Commerce Street) provide alternative routes for general traffic that previously used the roads where bus priority measures have been established (See Appendix G).

Objections

- 3.12 A summary of the main themes of the objections are provided below, with the themes highlighted in bold, and thereafter followed by a response from a traffic management / city centre masterplan perspective. The full content of

the objections can also be viewed at Appendices B (individuals) and C (businesses): -

3.13 **Objection theme: - “Acknowledge the need to improve public transport, however, the current system is unreliable and unable to meet the needs of residents.”**

“Buses are inefficient and there have not been any improvements in punctuality.”

3.14 The headline here, is while the bus priority measures have only been established for a relatively short period, they are bearing fruit in terms of measurable improvements, with First Bus Scotland indicating the following in terms of a timeline: -

September / October 2023

Improved bus running speeds are being noted as the Bus Gates / Lanes settle into operation.

Following the commencement of the new measures, First offered 50% off its ‘3in7’ day ticket bundle; this generated a 9% uplift in customers that were retained post offer. (The ‘3in7’ is a flexible ticket and provides for travel on any 3 days chosen by the customer during a certain week.)

January 2024

Bus running speeds have improved by 25%.

This allows First to save on the operational cost of three vehicles within the network, while maintaining existing frequency.

Savings invested back into customer offering through the ‘network wide free weekend travel’ throughout January 2024.

Figures show, at the end of January, passenger volumes at the weekends were up 20% year on year.

End of financial year 2023/24

Improved journey speeds continue to benefit bus passengers passing through the Bus Gates / Lanes.

Since switch on, over three million bus journeys made with First Aberdeen have benefitted from the Bus Gates / Lanes.

As at Year End 23/24, our passenger volumes on routes using the Bus Gates / Lanes are trending 16.5% above where they were previously (prior to the Bus Gates / Lanes being established).

Summary

Our passenger volumes have continued to climb from the initial 9% growth back in October 2023 to the 16.5% enjoyed at the end of March 2024. The bus priority measures have done what we said they would. Bus speeds have

been improved resulting in a more attractive service and significant fare reductions / free travel, giving customers much greater value for money, and delivering modal shift as a result.

All in all, when taking account of all the city centre interventions, so inclusive of the central section of Union Street, there has been a benefit provided to circa 12 million passenger journeys.

It is essential these journey speeds are maintained on a permanent basis for these benefits to be delivered in the future.

3.15 Similarly, Stagecoach issued the following statement in early December -

“Across our Aberdeen City network, we have observed an average uplift of passenger numbers by 5% since the bus priority measures went live. We have also seen a reduction of 10% in the time taken to cross the city centre on service 59, which connects key destinations such as Northfield, Balnagask, and Aberdeen Royal Infirmary.

With fewer buses being held up unnecessarily in city centre traffic, bus journey times are quicker and more predictable. This will have a significant impact on the daily lives of bus commuters and thousands of bus passengers across the North-east who make journeys into Aberdeen.”

3.16 With more recent data analysis by Stagecoach indicating the following with respect to specific services: -

The following analysis is based on making comparisons with data recorded for working / school travelling weeks in June/July 2023 prior to the bus priority measures coming into operation.

Service 59: Balnagask to Northfield via Aberdeen Royal Infirmary

Service 59 is showing the biggest passenger number improvement, starting slowly on the 21 August 2023 with 2%, up to 13% at the grace enforcement period end, with 23% improvement at the busiest week in December. Regarding service 59, additional measures that might have a positive impact for those numbers are the significant investment by Stagecoach in the service with new electric vehicles. It is also important to mention, that route connects Torry and Northfield which are residential areas with high dependency on bus services, including direct connection to ARI from both ends. In this case, bus gates clearly indicate a direct impact on passengers' journeys, which leads to patronage improvement.

Service 727: Union Square – Great Northern Road - Aberdeen Airport

Service 727 is showing a positive improvement, although it seems that the trendline is slower than mentioned for service 59. This is mainly because of factors that directly impact on the route, which are: airport seasonal traffic, events at P&J Live, football traffic, city conferences at TECA etc. Therefore, general route performance was considered on weeks that have not been

affected by the above factors; this to make sure that comparison between regular weeks is more reliable.

- Weekdays Service 727 patronage (excluding Airport Traffic) growth, from 21 August 2023, is gradually going up, progressing to a 4 to 5% improvement, with a 13% rise being recorded in the busiest December week.*
- Weekends data shows clearly better percentage improvement to weekdays, which would suggest that passengers could have chosen journey by bus rather than a car, with up to 17% growth in December.*

While those percentages might seem low, with passenger numbers on 727 relatively high, a 4 to 5% improvement is a significant increase.

Services 4/5/6 and 6A: Westhill Corridor and Kingswells Park & Ride

Kingswells Park & Ride detailed analysis: -

- Combined data for Kingswells Park & Ride, with Industrial Estates (Prime Four and Arnhall) included, shows improvement from 9% to 22% on weekdays. The data for Kingswells Park and Ride only (without Industrial Estates) shows even better improvement, starting at 11% in the initial week, ending at 24% in busiest week in December. Accordingly, the Park & Ride facility has been busier since the introduction of the new city centre Bus Gates, which may be a good indicator of more passengers switching onto bus.*
- Moving onto weekends only, Kingswells Park & Ride shows an improvement of up to 36% in busiest December week, and 10% increase in November.*

Westhill Corridor detailed analysis: -

Data that has been analysed was only for passengers travelling to and from Westhill and Elrick; this also shows good progression, 13% - 24% increase, with even 9% - 54% over the weekends.

Ellon Park & Ride

- Analysis of passengers only boarding / alighting at Ellon Park & Ride and traveling towards City Centre in both directions on weekdays. From initial week, 14% increase, progressing to 25% at grace enforcement period end, up to 43% in busiest week in December.*
- Weekends indicated greater increase, from 11% to even 57% in November. In addition, last January weekend shows significant increase, albeit this could be the effect of free weekend travel offer.*

King Street / Ellon Road

It was also beneficial to analyse the north corridor serving Aberdeen, and how the Bus Gates may have impacted our passenger numbers on services. Data was trimmed to only include Ellon Road and King Street locations, towards City Centre in both directions for full week, filtering all Buchan services that we operate on corridor (excluding services 290/291). We can clearly see that passenger numbers increased, especially at the end of the grace enforcement period, with 17% growth, then up to 23% in November. Weather disruption did not affect January numbers significantly, therefore last week in January shows 12% increase compared to average values in June / July 2023.

- 3.17 Accordingly, at this early stage there is positive indications the new bus priority measures are improving journey times and reliability and provide a platform towards a city mass transit system that is quicker, greener, and cheaper. While at the same time supporting the City Centre Masterplan for an attractive and vibrant city centre.

- 3.18 **Objection theme: - “Difficulty navigating the new road layouts by car”.**

“Longer journey times, with increased consumption of fuel and vehicle emissions.”

“Scared to access town for fear of receiving a penalty for inadvertently driving through a Bus Gate.”

“The city centre is no longer accessible.”

- 3.19 A common depiction of the bus priority measures in objections is they have led to the city centre being inaccessible by car; however, this is not the case. When considering visitors by car, they will generally be seeking to access an off-street car park, while some will also visit city centre streets where on-street parking bays are available. The crucial factor is all these facilities remain accessible and there has been no change in capacity for parking.

- 3.20 Likewise, for a driver of a car wishing to allow a passenger to board or alight, or carry out loading activities, there are few limitations in terms of access, with alternative routes remaining, albeit there will be some areas where it may be time-limited and restricted to loading goods and burden. For example, the ‘Pedestrian & Cycle Zone’ on Schoolhill / Upperkirkgate can only be accessed for loading from 4.30pm to 11am; the same being true of central Union Street when entered via Back Wynd.

- 3.21 There is an issue where some drivers still perceive some of the roads that have been restricted as ones that should be available as distributor ‘through road’ types for all vehicles, however, emphasis must be placed on their function as destinations to serve retail, business, hospitality, and residential function, which creates a welcoming environment for pedestrians, and similarly so for cyclists. Consequently, the priority provided to buses, cycles, taxis, and private hire vehicles, is championing sustainable transport. While

the access provided for Goods Vehicles acknowledges the necessity for the day-to-day servicing of shops, restaurants, offices etc.

- 3.22 A criticism often cited is the measures are leading to longer journeys; whether that be distance and time, or where 'delay' is highlighted because of congestion due to vehicles being displaced onto other routes. Most drivers, however, will generally be making their way to the city centre from outside its very core; the consequence being with journey planning and using appropriate routes, there will be no real impact. The context to this is the road network with its priority, secondary, and local routes is still facilitating the movement of traffic and continues to provide direct access to city centre destinations (See plan at Appendix F).
- 3.23 The central point being the main routes into the city centre all lead to a circular like distributor route that serves the very core; this is best visualised by way of the plan at Appendix G; without naming all the roads involved in their entirety, the following is descriptive of the route concerned: - Hutcheon Street, West North Street, East North Street, Virginia Street, Market Street, North Esplanade West, Palmerston Place, South College Street, College Street, Denburn Road, and Skene Square.
- 3.24 What has been apparent in many communications is a level of perception where some consider the change to be akin to "pulling the drawbridges up in the city centre", and where there is an element of being disconcerted as the route one has historically used is no longer available. This fuelling comments such as "I won't visit the city centre again", "I will go elsewhere to shop" etc. The contrast though is with an appreciation of the limited extent of the restrictions, and the alternative routes available, there is not a significant detriment.
- 3.25 To raise awareness of the measures, the Council, through its External Communications Team, released a series of news updates, media releases, maps, videos, and social media both prior to, and after the experimental Order came into operation. The Council website also hosts a dedicated page providing detail, along with a 'frequently asked questions' section. Similarly, the 'GetAbout' website, hosted by regional transport organisation Nestrans, and the Bus Partnership, have also publicised information.
- 3.26 There are objections that relate to car drivers based in, or routinely driving on roads in, the core city centre. Examples cited include a situation where secure documents are routinely being transported between city centre premises, travelling for property surveys, using private motor cars for delivery services, transporting heavy equipment between premises etc. In this respect, it is impossible to have a system that can accommodate every eventuality, and for a minority while the changes may be considered disruptive, this must be balanced against the overall benefit; with any negative impact being very modest when considering the alternative routes that remain available.
- 3.27 ***Objection theme: - "Traffic displaced onto other roads is leading to congestion, longer journey times and pollution."***

- 3.28 As indicated earlier, junction capacity improvements in the area of South College Street have been made, with a direct link also created between Palmerston Place and North Esplanade West. When considering the B983 (Denburn Road, Wapping Street, College Street, South College Street), Palmerston Place, and the A956 (North Esplanade West, Market Street, Trinity Quay, Virginia Street and Commerce Street), traffic appears to be running well. This is evidenced in Appendix H, I, and J, where information accessed by way of Google Maps highlights the movement of traffic on typical days.
- 3.29 Indeed, the only point of real note, have been emergency and planned utility works on Market Street, where the removal of a lane reduced capacity and did lead to a very limited period where congestion was noted. Such events, whether emergency or planned, occur across any road network, and efforts will be made to mitigate the impact. So, with planned roadworks, measures in advance will be advertising to avoid an area, highlighting alternative routes, possibly suspending certain traffic management restrictions, and on busy distributor roads, where possible, avoiding peak periods and/or arranging works during school holiday periods. While in an emergency, information will be disseminated as swiftly as possible. It should also be noted, that beyond roadworks, there is also the situation where Police Scotland can intervene to manage traffic in an emergency.
- 3.30 ***Objection theme: - “The Bus Gates / Lanes are a threat to the city centre’s vibrancy and footfall.”***
- “Businesses, shops, and the hospitality industry will be hit hard as potential customers shun the city centre in fear of contravening Bus Gates / Lanes.”***
- 3.31 As previously emphasised, access to all the parking facilities that existed prior to the new bus priority measures remains available. The concern is therefore one as to whether a negative perception over the extent of the Bus Gate / Lanes is deterring footfall.
- 3.32 In terms of measuring footfall, Aberdeen Inspired has a contract with Springboard which provides weekly footfall counts at specific sites in the city centre; this data is then shared with Aberdeen City Council. The sensors concerned count people as they pass, and there will be a significant element of double counting; the consequence being it will overstate the number of individuals visiting. Therefore, Aberdeen City Council will report on the percentage trend, as opposed to stating the actual number of pedestrians.
- 3.33 When comparing the period of 27 August 2023 to 22 April 2024, this following the commencement of the Bus Gates / Lanes operation, against the exact same 2022/23 timeframe, there is a 4.6% drop in footfall. (Of note, this is based on sensors that were collecting data at the same specific point on the pavement / footway; that is to say, if a sensor has been shifted it has been excluded, as the data is rendered unreliable.)

- 3.34 The difficulty in interpreting this data is it is not 'black and white' where it could be stated it must solely be a drop because of the Bus Gates / Lanes. There are a range of factors that could have contributed to this fall: -
- a long-term decline in footfall experienced in towns and cities across the UK. Between 2015 and 2020 there was a decline of 5% in footfall in major English town centres. A similar trend has been observed in Aberdeen, Scotland, and UK as a whole pre-pandemic, with footfall falling each year between 2017-19. This trend has continued in 2024 across all three locations.
 - this more general trend in the decline of city centre footfall is likely caused by the shift to home working and increased online purchasing. Additionally, the contraction of retail and hospitality offerings in many cities, coupled with economic challenges stemming from the EU Exit, global supply chain issues, the cost-of-living crisis, and the downturn in the oil and gas industry, may have further influenced these patterns.
 - the storms experienced in the North-East from October 2023 to January 2024 (with a fall of 250,000 pedestrians in October 2023 compared with October 2022; there being a 3-day period in October 2023 in which Storm Babet pummelled eastern Scotland, and where similar patterns were observed for other storm periods).
- 3.35 With regards to the business feedback, both Aberdeen Inspired and Aberdeen & Grampian Chamber of Commerce (AGCC) ran their own surveys with levy payers and members over the introduction of the ETRO measures.
- 3.36 Both surveys are summarised below and the responses mirror those provided with the ETRO statutory consultation process and respondees may have replied in multiple surveys.
- 3.37 The survey by Aberdeen Inspired gathered 36 responses from approximately 685 levy payers. The collated responses, which can be viewed in Appendix D, have been summarised below.
- Many of the businesses responding have reported a decline in footfall and sales which they attribute to the ETRO. The main issue being that the changes have made it difficult for customers and delivery drivers to access premises.
 - Their customers have reported that the ETRO has created confusion among road users, especially those who are infrequent visitors to the city centre, as they are afraid of getting fined for passing through the bus gates or turning onto restricted roads.
 - Some businesses have expressed the need for the ETRO to be reconsidered or removed, as they believe it is discouraging people from visiting the city centre and damaging the local economy. They also

suggest that more support should be given to the city centre businesses to help them compete with online shopping and out-of-town retail parks.

- A few businesses have shown support for the ETRO to revitalise the city centre and reduce emissions, and they have suggested that it should be given a chance to prove itself.

3.38 AGCC's survey received 1,091 responses, having been widely and publicly promoted through their Morning Bulletin (daily subscribers 17,000) and a wide range of social channels. The responses were mainly from the public rather than businesses. This expanded on a previous survey carried out by the Chamber, prior to implementation of the scheme, which attracted 206 responses. The collated responses are available to view in Appendix E.

3.39 Within the responses they gathered, the summary is like that provided by Aberdeen Inspired: -

- 4% of respondents, (47) were city businessowners.
- 81% (38) of city business owners say that they have had less footfall since the introduction of the road network changes.
- 55% (26) indicate they have had less income.
- 32% (15) and 34% (16) respectively, have had to change delivery schedules or incurred higher delivery costs.

3.40 **Objection theme: - “The restriction on turning right from Union Terrace onto Rosemount Viaduct has created congestion and confusion for drivers and has no clear benefit for buses or cyclists.”**

3.41 The prohibition of right turns from Union Terrace onto Rosemount Viaduct came out of the traffic modelling process for the City Centre Masterplan and is based upon the roads hierarchy where Union Street is considered a destination as opposed to a strategic through route. From a perception standpoint, the rationale for this prohibition will become clearer as the City Centre Masterplan progresses and eventual streetscape improvements take place on the section of Union Street to the west of Union Terrace.

3.42 **Objection theme: - “The Bus Gates / Lanes limit access for disabled ‘Blue Badge’ holders.”**

3.43 There is no detriment in terms of access to dedicated parking facilities, as alternative routes remain available. There have also been additional ‘Blue Badge’ bays established on Flourmill Lane, and the area of the Green, as part of the experimental order process. Thereafter, when considering ‘drop off / pick up’, there are options for ‘close’ proximity waiting while a passenger boards / alights.

3.44 There were objections received on the basis if an exemption can be provided for ‘Blue Badge’ holders to enter the upcoming Low Emission Zone (LEZ),

why not for Bus Gates / Lanes. The distinction is the LEZ covers a large area with distinct entry points to a zone, whereas the Bus Gates / Lanes are limited lengths, with alternative routes remaining to access parking opportunities and for 'close' proximity 'drop off/ pick up'.

3.45 **Objection theme: - “The Pedestrian and Cycle Zone on Schoolhill / Upperkirkgate makes travel unnecessarily circuitous.”**

3.46 Given the high pedestrian movement between the St. Nicholas and Bon Accord shopping centres, and the shared space streetscaping in place at the Upperkirkgate / Broad Street junction, it was considered that the traffic restrictions included on Schoolhill, originally part of the *Spaces For People* measures, should be made permanent, primarily from a pedestrian safety and placemaking perspective, and preventing it being used as a general east-west 'through' route. In due course, as part of the City Centre Masterplan, there will be streetscape improvements which emphasise its function as a 'Pedestrian and Cycle' Zone.

3.47 **Objection theme: - “Difficulty negotiating new road layouts and interpreting road signs.”**

3.48 The regulatory signs and road markings that provide for the Bus Gates / Lane are in accordance with regulatory design specifications, and guidance set out by the Department for Transport / Scottish Government. Ahead of the regulatory signs there are also advance signs that warn drivers of the restrictions, while to further mitigate against vehicles attempting to use core city centre roads as 'through' routes, certain roads have a 'Prohibition of motor vehicles, except for access' stipulation.

3.49 The level of infringements is trending downwards; however, it continues to be monitored, and further changes are possible should it be considered additional signs, modifications to road markings etc. would be of benefit.

3.50 **Objection theme: - “Motorcycles are not permitted to use them, or indeed any of the other Bus Lanes / Gates in Aberdeen.”**

3.51 Given the alternative distributor routes available, and similarly where access is still provided to off-street car parks and on-street parking bays, it is not considered necessary to provide motorcycles with an exemption.

3.52 For information, the topic of motorcycles being permitted to use Bus Lanes was last considered by the Council Operational Delivery Committee on 16 May 2019, where the committee approved the recommendation to take no further action in terms of providing a citywide exemption: -

<https://committees.aberdeencity.gov.uk/documents/s96719/Motorcycles%20in%20Bus%20Lanes%20Committee%20Report%20-%20Final%20Version.pdf>

3.53 The Council Traffic Management & Road Safety Team are aware the Department for Transport are consulting on a possible update to their Traffic Advisory Leaflet titled “Motorcyclists using bus lanes (TAL 1/24)” which is

applicable to England. So, a situation that would be reviewed should the Scottish Government / Transport Scotland follow suit with any updated guidance.

Summing Up

- 3.54 Bus Gates / Lanes are invariably contentious and will be considered by some to be a significant inconvenience and direct challenge to a viewpoint that private motor vehicles should have unhindered use of the public road network; this opinion evident in the briefest examination of bus priority measures that have been promoted in cities across the United Kingdom, and where it features as a common thread of objection.
- 3.55 The counter argument is without appropriate restrictions; how can local authorities possibly meet the challenges of providing attractive and sustainable transport options. They are also integral to establishing a modern welcoming city centre that is vibrant and pleasant to negotiate by walking or wheeling, and where people want to spend time, whether that be for shopping, visiting cafes / restaurants, or entertainment. Likewise, recognising the value of an enhanced environment for those that live or work in the core city centre.
- 3.56 Measures that provide priority for efficient mass public transport are therefore essential, and in terms of Aberdeen city centre, early indications are the bus priority measures are working and bringing benefits, both in reduced journey times and service reliability. At the same time, the measures support access for cyclists, which is undisputedly the most green / sustainable wheeled transport option. While taxis and private hire vehicles are also granted access, so a recognition in their value of supporting the movement of people in the core city centre.
- 3.57 It is also crucial to consider, that contrary to a perception cited in objections that access is being denied to the city centre, it is a choice that is being presented. As emphasised throughout this report, access is maintained to all the city centre car parks and similarly to on-street parking bays where available. Thus, the owner of a car or motorbike is not being compelled to get a bus, and by using appropriate distributor routes there will be no, or at most, a very modest impact when compared against those routes a driver may have previously used. The same is also true for those that previously negotiated the now restricted roads as 'through' routes.

- 3.58 One of the difficulties in attempting to gauge any negative effects on footfall associated with the bus priority measures, is the profound changes that have been occurring in the city centre, so as previously mentioned the backdrop of declining footfall caused by online shopping, working from home, and where economic factors are also limiting spending, be that on retail, hospitality, or entertainment. This being a situation all too common in cities across the United Kingdom, with a recent (22 April 2024) House of Commons Library research briefing highlighting the retail sector is going through a prolonged period of upheaval and the 'Centre for Retail Research' describing the industry as undergoing a "permacrisis" since the 2008 financial crash.
- 3.59 It is therefore recognised the Council, and its partners must make continued efforts to highlight the benefits of the measures and drive forward the message the core city centre remains open for business. With the significant benefits of the Union Street / Market transformation on the horizon, it is a transformative period for the city that can lock in huge benefits for public / sustainable transport and create an environment conducive to encouraging footfall.
- 3.60 Thus, the recommendation is the experimental order should be made permanent. Albeit with a caveat the measures continue to be monitored and assessed as the City Centre Masterplan progresses.
- 3.61 Any decision to abandon the measures at this early stage of operation would be a retrograde step when considering all the national and local objectives the Council aspires to with respect to transport and the environment, and the ambitions set out in the City Centre Masterplan. Similarly, given the level of investment on the South College Street Junction improvements project to support the changes.

4. FINANCIAL IMPLICATIONS

- 4.1 The Council Budget meeting on 10 March 2021 outlined a funding commitment totalling £150m from the General Fund Capital Programme over financial years 2021/22 to 2025/26 to ensure the Council transforms the City Centre and the Beach area. This £150m funding commitment was used as match funding for the first £20m bid to the UK Government's Levelling Up Fund in 2021, and the second £20m bid submitted in 2022.
- 4.2 The ETRO measures reported here are installed on site therefore the major outgoings have been made. Any amendments to the measures will require resourcing however this will be covered by the above-mentioned funding.
- 4.3 After accounting for operational costs, income revenue from bus lane enforcement, in accordance with legislation, is allocated to processes, schemes, projects etc. that facilitate the achievement of policies identified in the Local Transport Strategy.

5. LEGAL IMPLICATIONS

- 5.1 Aberdeen City Council made the ETRO in exercise of the powers conferred on them by Sections 9 and 10 of the Road Traffic Regulation Act 1984 and of all other enabling powers and after consultation with the Chief Officer of Police Scotland in accordance with Part III of Schedule 9 to said Act and having complied with the statutory requirements of The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, as amended. The Order is experimental to allow the Council to modify or vary the scheme at short notice once in force, should circumstances require.
- 5.2 This report sets out the public and statutory undertaker response to the consultation phase of the progress.

6. ENVIRONMENTAL IMPLICATIONS

- 6.1 The scheme promotes improved walking, cycling and public transport priority within the city centre, reducing vehicles within the main pedestrian spaces. This reduces people exposure to poor air quality whilst enjoying the city centre environment. The reduction in "through traffic" is a desired outcome that would also contribute to ACC's Net Zero commitments and the Scottish Government target of reducing vehicle km by 20% by 2030.

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 proceed with project impacts on wider city commitments and economic targets	The consultation process is being undertaken and reported to allow the results to be fully considered.	L	Yes
Compliance	Delays in reporting or decision making can impact on the opportunities to amend the proposed order should	This report has been prepared in good time to instigate changes if these are deemed necessary.	L	Yes

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) <small>*taking into account controls/control actions</small>	*Does Target Risk Level Match Appetite Set?
	changes be required.			
Operational				
Financial	Removal of the bus gates may have implications for Scottish Government Bus Partnership Funding provided for the bus priority measures and the South College Street works.	This report proposes the measures remain and the experimental Traffic Regulation Order is made permanent. This would have no impact on the funding provided.	L	Yes
Reputational	The report considers objections to the scheme creating a negative public narrative.	The report provides evidence-based responses to the objections raised. Addressing concerns and presenting solutions where necessary.	M	Yes
Environment / Climate	Created or perceived congestion on the surrounding network due to the installation of the measures.	Network improvements such as South College Street have been developed to help manage any diversion of general traffic from the streets around Union Street. The scheme does have the intention of reducing vehicles numbers through the city centre by making public and active travel easier, resulting in fewer	L	Yes

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?
		emissions and improves air quality.		

8. OUTCOMES

<u>Council Delivery Plan 2024</u>	
Impact of Report	
Aberdeen City Council Policy Statement <u>Working in Partnership for Aberdeen</u>	<p>The proposals within this report support the delivery of the following aspects of the policy statement: -</p> <ul style="list-style-type: none"> Improving the provision of bus services across the city, through investment in new supported services, to enable bus services to be provided to areas and at times which are not economically viable. Improving cycle and active transport infrastructure, including by seeking to integrate safe, physically segregated cycle lanes in new road building projects and taking steps to ensure any proposal for resurfacing or other long-term investments consider options to improve cycle and active transport infrastructure.
<u>Local Outcome Improvement Plan</u>	
Prosperous Place Stretch Outcomes	<p>The proposals within this report support the delivery of LOIP Stretch Outcome 14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026. The paper seeks to approve measures that support an improved pedestrians and cycle environment and enhances public transport provision for longer journeys into the city centre.</p>

<p>Regional and City Strategies</p> <p>Regional Strategies</p> <p>City Strategies and Strategic Plans</p> <p>Council Strategies</p>	<p>The report supports the priorities in the Regional Economic Strategy (RES) investment in infrastructure, regenerating our city centre, unlock development potential, improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre Masterplan.</p> <p>The report supports the National, Regional and Local Transport Strategies, particularly the Sustainable Travel Hierarchy, which prioritises the needs of those walking, wheeling, and cycling above other road users, and the 4 pillars identified in the recent Regional Transport Strategy, Nestrans 2040: Equality, Climate, Prosperity, and Wellbeing.</p> <p>It also supports the Aberdeen Active Travel Plan and Sustainable Urban Mobility Plan, both of which seek to improve conditions for people walking and cycling in Aberdeen, particularly to, from and within the City Centre, through the provision of more and safer infrastructure.</p> <p>Measures to reduce unnecessary vehicle traffic in the City Centre will support the Air Quality Action Plan, Climate Change Plan, Net Zero Action Plan and Low Emission Zone by contributing to emissions reduction.</p> <p>City Centre Masterplan & Delivery Programme – IN06 Bus Priority Infrastructure: Implement bus only streets on key city centre corridors and introduce bus gates on the approach to city centre junctions in order to annul the impact of congestion on journey times.</p>
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.
Data Protection Impact Assessment	Not required.
Other	

10. BACKGROUND PAPERS

10.1 “City Centre Masterplan Update”, Council, 29 June 2022: -

<https://committees.aberdeencity.gov.uk/documents/s133394/CCMP%20Update%20Report%20to%20Council.pdf>

<https://committees.aberdeencity.gov.uk/ieDecisionDetails.aspx?AllId=90461>

10.2 “The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023 – Statutory Public Consultation” – Aberdeen City Council Consultation Hub: -

<https://consultation.aberdeencity.gov.uk/operations/citycentre-experimental-tro-2023/>

11. APPENDICES

11.1 **Appendix A:** Summary of traffic management measures established by “The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023”

Appendix B: Objections received from individuals

Appendix C: Objections received from businesses

Appendix D: ‘Aberdeen Inspired’ Survey

Appendix E: ‘Aberdeen & Grampian Chamber of Commerce’ Survey

Appendix F: Aberdeen roads hierarchy plan

Appendix G: Core city centre distributor road plan

Appendix H: Typical traffic flow in Aberdeen city centre at am and pm peak times on a weekday

Appendix I: Typical traffic flow in Aberdeen city centre on Saturday at peak times

Appendix J: Typical traffic flow in Aberdeen city centre on Sunday at peak times

12. REPORT AUTHOR CONTACT DETAILS

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Appendix A Summary of traffic management measures established by “The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023”

1. ‘Bus Gates / Lanes’ established: -

- on the southbound carriageway of Bridge Street, between its junctions with Bath Street and Wapping Street
- on the inside northbound lane of Bridge Street, between its junctions with College Street and Bath Street.
- on the eastbound carriageway of Guild Street, between its junctions with Stirling Street and Market Street.
- on the westbound carriageway of Guild Street, between its junctions with Exchange Street and Market Street.
- on the inside northbound lane of Market Street, between its junction with Guild Street and a point 63 metres or thereby south of its junction with Guild Street.
- on the northbound carriageway of Market Street, between its junctions with Hadden Street and Union Street.
- on the westbound carriageway of Union Street, between its junctions with Market Street and the Adelphi.
- on the outside westbound lane of Trinity Quay, from its junction with Market Street and a point 72 metres or thereby east of its junction with Market Street.

The classes of vehicles permitted to use the sections of road specified above are buses (a vehicle manufactured or adapted to carry 9 or more passengers, exclusive of the driver), pedal cycles, taxis, private hire vehicles and goods vehicles. As usual, vehicles associated with the Police Scotland, Scottish Ambulance and Scottish Fire & Rescue services will also be permitted access in accordance with performing statutory duties. To complement the ‘Bus Gates’ there is a prohibition on left turns from Adelphi to Union Street, Exchange Street to Guild Street, Hadden Street to Market Street, and Market Street to Guild Street, while similarly there is a prohibition on right turns from Bath Street to Bridge Street, and St Catherine’s Wynd to Union Street, albeit these prohibition on turns will not apply to the vehicle classes exempt from the Bus Gates / Lanes.

The existing Bus Gates on Union Street, section of eastbound carriageway east of its junction with Bridge Street / Union Terrace, and section of westbound carriageway west of its junction with Market Street, previously restricted to local buses and pedal cycles only, were amended to provide additional exemptions for taxis, private hire vehicles and goods vehicles, while all buses are exempt, with the ‘local’ stipulation no longer being applicable.

- ### 2. Motor vehicles, unless for the purpose of taking access, will be prohibited from all or certain lengths of Bath Street, Bridge Place, Bridge Street, Broad Street, Carmelite Lane, Carmelite Street, Castle Street, Concert Court, Guild

Street, Exchange Lane, Exchange Street, Exchequer Row, Green, Hadden Street, Imperial Place, King Street, Lodge Walk, Marischal Street, Market Street, Queen Street, Union Street, Shiprow, Shoe Lane, Shore Brae, Stirling Street, Trinity Lane and Trinity Street.

3. Vehicles on Union Terrace are prohibited from turning right onto Rosemount Viaduct, with the exception this restriction will not apply to buses, pedal cycles, taxis, and private hire vehicles.
4. There is a prohibition on motor vehicles at any time (a 'Pedestrian & Cycle Zone'), except for loading from midnight to 11.00am, and from 4.30pm until midnight, on Upperkirkgate, between its junctions with Schoolhill and Flourmill Lane; and on Schoolhill, between its junctions with Back Wynd and Upperkirkgate.
5. There is a 'one way' restriction on Schoolhill / Upperkirkgate, between the junctions with Belmont Street and Flourmill Lane, where vehicles, with the exception of pedal cycles, are only be permitted to travel in an easterly direction.
6. The layby area on the south side of Schoolhill, located on a section of the road between its junctions with Belmont Street and Back Wynd, will function on any day, between the hours of 7 and 11am, as a bay for the exclusive use of goods vehicles actively loading goods or burden. At all other times the bay will function for the exclusive purpose of disabled parking.
7. There is a 'one way' restriction established on Trinity Street, between its junctions with Carmelite Street and Stirling Street, whereby vehicles will only be permitted to travel in an easterly direction.
8. Disabled parking bays have been established on Carmelite Lane (1), Exchange Street (1), Flourmill Lane (2) and Stirling Street (1) – The number in brackets following the road names indicates the number of standard 6.6m length bays to be established on each of the stated roads.
9. A mandatory 20mph speed limit will be established on certain lengths of Bridge Street, Carmelite Street, College Street, Guild Street and Wapping Street.
10. There is a prohibition on vehicles loading goods and burden on the south side of Guild Street, between its junctions with the accesses that serve the Bus Station and the Railway Station

[REDACTED]

From: [REDACTED]
Sent: 17 August 2023 16:46
To: TrafficManagement
Subject: Bus gates

As a resident of Aberdeen since 1962 and Westhill since 1975 I now can't find my way around Aberdeen. The bus gate on Bedford Road which I travelled up and down to University was made a no go area by that ludicrous installation. Now you are driving people away from the city centre. When driving up Market Street do you seriously mean us to drive on those cobblestones around the Carmelite Hotel area.

Family and friends now travel to Inverurie to shop or do so online. There is no incentive to go into Aberdeen.

Aberdeen City Council have ruined Union Street Schoolhill and the rest of your nonsensical traffic measures.

I don't suppose you will take a blind bit of notice of what anyone says but you will probably make a fortune fining unsuspecting tourists.

If you reply to this email I shall be shocked.

[REDACTED]

[Sent from Sky Yahoo Mail for iPhone](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 August 2023 16:52
To: TrafficManagement
Subject: Bus lanes

My first question to you would be where has the consultation on the above bus lanes gone, ————taken off the council consultation page.
My second objection would be, you say this is a trial for 6 months, how is this to be monitored.
No where on your website does it track cycle/ bus passengers/ car/ pedestrians on Union street or guild street, so how are you to see after 6 months what changes if any.
You are trying to change an 12th century network of roads to suit your needs today
May I say your needs, not the citizens of Aberdeen, which you represent
A master plan you are following, which was written in 2018, I assume you will not be building all these retail outlets in the master plan ie build shopping units on lower level of Union square?
The world has changed since 2018, the bypass has taken a lot of traffic out of city, Covid has increased on line shopping, more and more cars are electric or hybrid.
You need people of Aberdeen to visit the city centre, you are (driving) them away
Suggest you try the bus service in city for yourself, especially when youths are on throwing things, and abusing passengers
You need a model that suits all transport needs of Aberdeen
There is a growing resentment in Aberdeen so much so that a number of people I know are considering using the same tactics as "just stop oil"
Regards
[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 August 2023 16:53
To: TrafficManagement
Subject: Bus Gates/Roads in Aberdeen City Centre

Good Afternoon,

Can I just start by asking why buses are being given priority over cars in the city centre?

If the bus services were frequent & affordable I would agree to this but they are not. It seems as if First Bus dictate to the Council & you just agree & let them have their own way.

Our road infrastructure does not offer sufficient alternatives & having an older car, which I cannot afford to change, gives me no way to visit Aberdeen city centre unless I dedicate a whole day to get there & back.

There are very little shops left in the city centre anyway so you have just put the final nail in our town centre.

I agree we must ease congestion & pollution on certain areas but Aberdeen City Council contributed greatly to the problem by closing numerous roads at the same time with no alternatives to the public so it suggests that you please yourself when you want to.

Can I also ask what alternative routes we can use if there was a serious accident on any of the roads that cars will be able to take & not incur a fine doing so?

It also means that anyone coming from north to south or vice versa across the town centre cannot do so unless they take a heck of a detour either way & pollute the air even more by doing so. What does that achieve?

Tourists visiting on the cruise ships must be hugely disappointed with our city & the council must bear the brunt of that as you do not seem to see beyond the end of your noses.

When you open your great plan for the beach boulevard how are people supposed to get there with this road structure in place? There is not enough parking & there are certainly no public transport links to take you from the city centre to there.

We as a city have to stand up & take responsibility for our city - what it is now & what it could be. The council we have who are making these stupid changes certainly won't as they have done virtually nothing to be proud of.

I look forward to your response.

Regards

Diane Smart

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 August 2023 18:43
To: TrafficManagement
Subject: Bus Gates in Aberdeen

To whom it may concern.

I am getting in contact with yourselves as I do not agree with these bus gates in the city centre. I feel that all you are doing, is putting more people, including myself off from venturing into the city centre. The only people that are going to suffer will be the local businesses, which means that more shops, cafes, restaurants and bars will end up closing down. I for one, will not bother coming into the city centre if I can help it, and I will just do my shopping online. I honestly can't understand why the Council thinks this a good idea, when it's one of the worst. The council should be helping the local business thrive, not make everything harder.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 August 2023 20:02
To: TrafficManagement
Subject: Gates

I object to the traffic management (gates) in aberdeen! An already dwindling city with these kind of restrictions will only furthermore deplete what is left! The traffic chaos that these gates have already caused is ridiculous! Mrs

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 August 2023 21:33
To: TrafficManagement
Subject: Bus gates

I am writing to say the implementation of the bus gates has to be one of the dumbest things the council has done.

Get them removed with immediate effect so that the public can travel freely in the city and that businesses can survive

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 August 2023 15:14
To: TrafficManagement
Subject: Bus gates

Your bus gates in the centre of the city are farcical, all you will achieve is pushing bottlenecks from one location to another plus any so called pollution. Get rid of these nonsensical barriers including Bedford road and Union street get Aberdeen moving again Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 August 2023 22:59
To: TrafficManagement
Subject: No right turn on Union Terrace for cars

To whom it may concern,

I would like to object to the implementation of no right turn on Union Terrace for cars. Having used this route to access my workplace on Schoolhill for 20 years I have never witnessed a high flow of cars or indeed traffic along Union Terrace heading in the direction of the Public Library northwards which would warrant such a change in traffic management 24/7.

The low number of pedestrians are afforded a very wide pavement along Union Terrace which could be shared with cyclists as in other cities and countries. Preventing right turns for cars simply displaces all those who have to access their workplace to already busy routes such as Skene Street and leads to longer journeys either from having to weave through side streets or sitting in queuing traffic. In both cases greater emissions are being generated and no active travel created.

The location of city centre car parks like Harriet Street mean that cars are meant to travel to this area but there are now only 2 ways of getting to Schoolhill. If there is an accident or roadworks on either route (Rosemount Viaduct or Blackfriars Street) then gridlock will follow and access to the car park restricted. Removing yet another route to the city centre for car users means that indeed this strategy will mean fewer car users bothering to choose the city centre and thus regeneration and greater footfall will unlikely happen. For those car users (I car share with 2 others) and who have no public transport option feasible it is frustrating when new strategies do not seem to align with recent experience of straight forward traffic flow along Union Terrace of all types of vehicle.

For these reasons, I would like the no right turn on Union Terrace to be changed back to the previous management of traffic.

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 09:01
To: TrafficManagement
Subject: Bus Gates

I feel compelled to make my feelings know about these atrocious bus gates.

I will now no longer be coming into Aberdeen City Centre to shop or for any other purpose. It is now far too difficult to navigate.

Who had this ridiculous idea should be sacked.

Dundee or Elgin will get my money now.

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 09:21
To: TrafficManagement
Subject: Bus Gates

Dear Sir

I feel strongly that the bus gates installed in Aberdeen City Centre are choking the heart of the city. They are deterring anyone without a will of iron to come into the city for shopping or leisure.

It's unfair to business owners who have already had to try to recover from the pandemic.

Please, for once, listen to what the people are telling you!! We DON'T want bus gates!!

Yours faithfully

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 09:22
To: TrafficManagement
Subject: Bus gates in Aberdeen

Aberdeen city centre is dying.shops are closing everyday.so less people go into the city.no proper investment has gone in to Aberdeen.I'd rather honestly go to Glasgow than into Aberdeen.more independent shops are needed.bus gates just make one more enormous reason not to go into the city centre.Aberdeen council should hang their heads in shame for what they've done to the city over the decades.union street is an embarrassment to its people.

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 09:26
To: TrafficManagement
Subject: Bus gates

I object and I don't even drive, I use the bus service but you're making the city a no go area.
The city centre is already dead and you're making it worse.
Traffic is more pollutant when sitting clogged up in your traffic Jams that you creat with the already bad traffic management in the city

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 09:29
To: TrafficManagement
Subject: Less Abled and Union Street

For myself, I no longer have any interest in the town centre. It is too hard to negotiate. I was already caught out in a bus gate at Castle Street when it began. Signage was poor, in a split second I was beyond the point of no return and had to continue and incurred a fine. As more and more bus gates are added all around the centre, I resolved to shop elsewhere. Me and thousands of other people.

With only one “artery”, Aberdeen’s original design does not lend itself in any shape or form to the environmental measures which other cities might suit. Indeed we are a tiny blip in terms of worldwide environmental impact. Also, these measures do the exact opposite of the purpose intended which is really common sense. People have to drive for longer over greater distances and sitting in traffic jams – far worse environmentally. Cherry picking data does not make these plans acceptable or efficacious.

Cars are needed for GP and dentist appointments. You don’t want to sit on a bus to the hospital when you are in pain or feel sick. And you definitely can’t cycle. Can you afford a taxi across Aberdeen?

Buses are NOT a solution for people who have multiple drop offs, pick ups, shopping, visiting elderly relatives on the way to and from work. This is usually women.

Life is very difficult for most people since the pandemic, the economic downturn and job losses etc. Not being able to get to work on time is hugely stressful and with businesses moving to outlying areas, the situation is worse if you happen to live (say) in the South of Aberdeen but work in the North. Cycling 6 or 7 miles (at least) to and from work is great exercise for 20 somethings.

If you live in the West of Aberdeen into Aberdeenshire and you’re looking for a job. Whole swathes of areas of work are dead to you. Limiting opportunities and making people really depressed and sometimes in poverty.

Cycling is NOT a solution for most people. Its a leisure pursuit not suitable for getting stuff done.

So if you are woman with caring responsibilities and kids etc who works at the other side of town and maybe over 40 something with a bad back but not exactly classed as disabled (like me) Aberdeen City is dead to me/us. Forget about resurrecting Union Street because you will not got footfall sufficient to attract businesses without cars. People with cars have money to spend, they have jobs, they are not going to carry shopping from Union Street to Westhill on the back of a bike.



Sent from [Mail](#) for Windows

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 09:33
To: TrafficManagement
Subject: City centre access and bus gates

Good morning,

I would just like to share my opinion and experience of new roads layout in city centre. We've been traveling to centre from dyce for years well before the new restrictions came into place and with them in effect and would like to say that this is more inconvenient than anything. We would never consider using bus due to its cost , unreliability, health reasons and find the new restrictions affecting the little social life we did have .I find it frustrating and silly to completely block off a city centre for cars and other vehicles . While it may benefit emissions etc ,it is destroying city centre. We have no interest in walking up and down the full length of union st to find out what shops have survived and what have already closed to then find that the one that we did need has gone bankrupt. We go online and support someone who is probably a seller from different country instead. While before you could take a route through city centre in your car or motorcycle and it would lure you into local spending, supporting some local businesses and was all in good day out with lots happening and being advertised. Now it's becoming like a Chernobyl zone you are almost scared of it because there is no access, likelihood of being fined there isn't the booming aura that we need now in these difficult times . If you are sat home thinking that everything is getting more and more expensive it does not help that when you go into the heart of your city and it's dead empty. I don't suppose it's appealing to tourists either to walk empty streets, while it may be good photo opportunity it's the impression as such that just has no effect at the moment. Once more ULEZ restrictions come in place around Aberdeen centre everyone that I know is saying that they will just go online more or go to Dundee etc and have a good day out while they are at it . There has to be balance, it's good to impose healthier environment, but it's pointless to be killing the community spirit of such big ,great city if that's the cost of it . Impose congest zone ? People who want into city centre can pay £5 a month or similar small amount and open up the centre to traffic. Night time is even worse . If you do end up going out in town ,you can not get the taxi back as their ranks are limited,times are limited. People can not be picked up dropped off in centre. It's unsafe for female partners to walk outside ulez or bus zones at 2am on their own . I am sure you will be getting similar emails and really hope that the current limits get binned .

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 09:35
To: TrafficManagement
Subject: City centre traffic management

Dear sir/madam

I would like to object to the numerous measures put in place by the council in the city centre. With the addition of one way streets, bus gates and other restrictions what would normally take 5 minutes now takes 15 to 20 minutes to drive.

I fail to see how this is helping the city centre when people are restricted from entering by car. The bus network in aberdeen is too expensive for many people and not reliable enough. Buses used to be every 10 minute are now every 30 minutes. Elderly people can not be expected to wait in the aberdonian weather for that long. The buses are dirty and drivers angry.

If there is an accident on the denburn how to you get across town now to Harriet street? You can't go up bridge street or turn right on union terrace.

Once the school kids go back the traffic and build up will only get worse. How is this encouraging the regeneration of the city centre when people are voting with their feet and shopping in Aberdeenshire because it's easier.

By forcing cars onto small back streets and having them sit idle in traffic you are only increasing the omissions that we try to reduce.

Thank you for listening.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 09:54
To: TrafficManagement
Subject: Bus gates ,

You are killing the city center ,
It may work in other city s where everything is in place
But until the berry den corridor is finished the council is causing misery for nothing
Get this reversed as soon as ,
Or Christmas will not happen ,
Nobody will come to get fined

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 10:16
To: TrafficManagement
Subject: Bus gates objection

When are you going to open up Union St again to through traffic as It was meant to be? I object to the increased pollution the bus gates will cause and this is not the solution to decrease traffic in the city centre. Access to the bus& train stations has been severely restricted to many residents to the north & west

Sent from [Mail](#) for Windows

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 10:25
To: TrafficManagement
Subject: Aberdeen bus gates and pedestrianisation.

Hello,

Recently the implementation of bus gates has caused great concern and confusion to me as a road user in the city centre. The bus gates concern me most because this “money making scheme” has been implemented by the council who are meant to be representatives of the people who elected them but has been to the detriment of the people using the roads and benefit to private companies such as First Bus Aberdeen and Stagecoach Aberdeen. The bus gates are presented in such a way that basically causes confusion and lots of people are being caught out due to the confusing road signs and the placement of the warnings etc. Bud Gates are controversial in their own right as they are not included in the current Highway Code so question even the legality of these being implemented in such a way in the city centre. I’d be all for bud gates if aberdeens public transport I infrastructure was up to speed with other comparable modern cities and that the fares were lowered to an acceptable level. We are stuck in Aberdeen with first bus price gouging and similar with Stagecoach. You as councillors cannot expect people to use the public transport when its infrequent, late, expensive, regularly abused by anti social kids and isn’t fit for purpose. A journey across Aberdeen takes so long on busses when a car journey takes far less time. If bus gates are to remain then why aren’t the bus gates a lot more clearly advertised in the local press/media and physically highlighted in different road colour markings giving a clear indication to road users of the danger of a fine ahead. Instead lost of them trap you in their area and force you to drive through once past point of no return. That cannot be seen as anything other than money making. Also with the implementation of bus gates and then the ulez coming next year I also regularly note that the amount of people using their cars hasn’t gone down. The traffic has simply moved to other smaller roads and therefore all they council is doing is moving the emissions issue away to slightly outside the immediate city centre. This does not seem fair to those residents living in surrounding areas who now suffer a rat run situation. Finally as bud gates have been implemented I think you will find that many people will simply just give up trying to come to the city centre to either shop, partake in leisure activities or just for general visitation as it’s just making the city centre a very unattractive place to visit.

I understand that there needs to be modernisation and consideration for emissions etc but to penalise local businesses, stakeholders and people while private companies get free reign to transit in the city centre does not seem appropriate or fair. Why shouldn’t there be a move to rid the harbour of the polluting ships that idle their diesel engines mere metres away from the city centre clean air zone. The focus of the council seems all wrong and putting too much burden on the individual rather than collectively fighting climate change.

Why not instead configure the streets surrounding union street. In a one way system to keep flow of traffic. Union street in and of itself. Should be fully pedestrianised. This half in half out nonsense doesn’t satisfy anyone other than again allowing first bus etc to get their way.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 10:28
To: TrafficManagement
Subject: Questionable roads 'Masterplan'

Traffic Management and Road Safety
Operations and Protective Services
Aberdeen City Council
Business Hub 11, Second Floor West
Marischal College, Broad Street
Aberdeen AB10 1AB

Hello

Tell me during any part of your planning process for your misjudged bus gates etc was any consideration whatsoever for the disabled community given, for what I've seen you have had NOT ONE THOUGHT for those with special needs.

I am the driver of two cars, both ULEZ compliant and both of which have blue disabled badges. One a motability car for my wife who is unable to walk and requires a wheelchair and other my personal use car which I use for my work as a carer of a 12 year old child with autism.

I believe this "masterplan" as you like to label it is to aide and assist the bus services as well as taxis and cycle users well all well and good if the buses that Stagecoach actually operated from Peterhead/Fraserburgh were suitable for wheelchair users, sadly the monstrosities they operate on these routes are not. Yes they have an area behind the driver if you're unable to climb up the steep incline of stairs but these are on a 'first come first served' basis and there's only two seats. And please don't get me started on a number of drivers start to pull away while customers are still negotiating the steep stairs, isn't Health&Safety no longer an importance anymore?

On this basis I have no option whatsoever but to continue to use my cars as the alternatives just are not viable. I also have to take her to the rail station as she takes the train for appointments with her specialist hospital as she had a double lung transplant and your plans are making this very difficult indeed as you've now closed off a number of routes to the station dropoff point so only taxis and buses can use them.

My wife has had prior communication with the local press in the past for good and it would be a shame if your questionable plans were highlighted.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 10:42
To: TrafficManagement
Subject: Bud Gates

Hello,

I am contacting you with regards to the recent changes in the city centre with the bud gates. As a resident in Aberdeenshire (Portlethen) I am frequently in and around the city. Over the past few years the councils decision making with road changes and lack of maintenance has been nothing short of appalling. The latest changes with the bud gates are by far the worst possible solution to the issues the city centre has faced. I can state for a fact that myself and many others from the outskirts of Aberdeen will no longer be visiting the city. This has put us off completely with the poor layout and ability to visit areas we could usually get to safely and with relative ease.

I appreciate the councils plan to reduce traffic etc but these bus gates with very little public transport from the outskirts of Aberdeen is not the solution. Please revisit this and remove these bud gates before you turn the city into a complete ghost town.

Thanks

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 10:59
To: TrafficManagement
Subject: New Bus Gates

Re Bus Gates

As resident of Aberdeen and living not far from city centre for 30+ years I cannot agree with implementation of new bus gates, especially the one at bottom of bridge street. This plan pushes traffic out into roads which are not suitable for overflow traffic.

How do people access bus station or train station to drop off disabled people??

If want to care for our planet the need is for easy traffic movement not ever increasing sitting in long queues using more fuel and causing more fumes.

Also the No right turn from Union Terrace along front of HMT blocks yet another route connecting to main roads leading to North of city.

No thought has been given to the bigger picture for the people living in city centre and making it accessible to everyone! Not just those who are able to walk/cycle our public transport doesn't exist whatsoever! Buses don't travel routes that are suitable to most travellers, are expensive and can add hours to journeys. Plus taxis who are privately owned are extremely expensive for day to day use.

I could go on and on. Common sense has gone out the window.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 11:01
To: TrafficManagement
Subject: Road changes feedback

My feedback on these changes around Guild Street, Bridge Street, Market street etc is that it is so confusing.

Being a resident from Torry these changes negatively impact on daily travelling to work and to see family.

These changes are detrimental to visitors to the city centre as people don't know where they can and can't go.

Public transport is not always reliable so this is not always an option. On top of this the cost of taking the bus to work exceeds the cost of fuel. So why take a bus when I can travel in the comfort of my own transport.

Travelling across town from the South is frustrating with Market street now being so busy meaning journeys take longer and South College street is open/is closed/2 lanes/1 lane ... who knows what it will be from day to day! Also I have yet to see anyone use the cycle lane created in that area - I have however still seen cyclists on the road and pavement!

My question to the Council is ... why? Why were these changes deemed to be better for the city centre? Why were car users not polled for their opinion? I am for all for change but for the better not the detriment of the City, its residents and visitors.

Concerned citizen

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 11:28
To: TrafficManagement
Subject: Killing city centre

What are you people playing at?

What's next, bulldozing Union Street because "nobody uses it" because some clowns have made the city centre a no-go area?

I'm a lost cause and can and do avoid the city centre completely, but other people actually like it.

Why are you giving public roads exclusively to private bus companies?

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 11:57
To: TrafficManagement
Subject: New bus lanes

This is a nightmare, after my recent experience I will not be going into town. I used to be a regular customer in Union Sq and trinity centre but now will no longer shop in town . This is killing the centre of town. Long queues everywhere that will not improve as buses too expensive and not reliable. The council seem to forget that not everyone has a bus stop at their door.

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 11:59
To: TrafficManagement
Subject: Road closures

Due to all the new provisions, you are putting around the city centre im somewhat dismayed at the lack of accessibility for disabled people I am disabled.
I'm from moray but come through to Aberdeen for shopping quite regularly. I'm unable to get buses etc to access high street area hence why pay for blue badge and use disabled parking
I also find the way you're changing so much at once somewhat confusing and would certainly be unsure when I come through as not using it regularly
I'm trying to understand the new system but just can't believe the under provision for disabled people and quite frankly it seems to discriminate disabled people

Regards
[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 12:44
To: TrafficManagement
Subject: Bus gates

WHAT THE HELL HAVE YOU DONE TO THE CITY CENTRE ITS TOTAL KAOS WITH THESE BUS GATES ITS CAUSING ERATIC DRIVING FROM UNAWARE DRIVERS AND IS JUST PLAIN STUPID . . GET RID OF THEM THE CITY CENTER IS TURNING INTO A LAUGHINGSTOCK . WHERE NO1 WANTS TO GO ANYWHERE NEAR... [REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 13:09
To: TrafficManagement
Subject: The bus gates

These new measures have been rushed and no thought given to people living in especially Torry south college street has been closed and then opened then closed again, these new measures will be impossible to implement as south college street is an absolute must for people from Torry to get from one side of the city to the other. Ad to the bus gates themselves this is a really bad idea as the city centre is already a mess traffic wise these new measures will only make things worse. If you feel you must go ahead against the will of what you'll find is the majority of the public then on your own head be it, this is just virtue signaling nothing more.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 13:32
To: TrafficManagement
Subject: Aberdeen City Centre Bus Gates

Dear Sir/Madam,

I am writing to express confusion and concern regarding the city centre bus gates, particularly around Union Square.

Having navigated to the city centre, which is now very quiet, you have pushed congestion into side streets and into infrastructure out with the centre which cannot cope with the increased traffic, causing even more idling cars and pollution.

It is confusing to get into the centre now, and like many other people from the shire, we will be avoiding Aberdeen completely now because of the road network layout, and instead supporting the economy of other towns and cities; this mean mean a slightly longer journey but it is far less stressful than trying to get into Aberdeen.

I feel for the businesses which you have also blocked off with bus gates, it feels as if the council are keen to destroy the centres retail economy which as you are aware is already struggling.

We would take public transport, however the services from both First and Stagecoach are extremely unreliable, expensive, and time consuming, often double or triple the length of time it would take by car. The buses themselves need seriously upgraded too.

I hope you rethink your decision to block more of the city centres roads, and hope you realise you have made navigation to strangers unnecessarily complicated (including to tourists who you are supposed to welcome not deter).

Warmest Wishes,

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 14:22
To: TrafficManagement
Subject: Road closures

I as a member of the public and a rate payer, do not agree with all the closures, bus gates, one ways that have been put in place.

Why? Is it such a hardship to get from A to B. Since the first big planters were placed in Union Street (due to Covid) why god only knows, as no one was allowed in to the shops anyway, and you pedestrianised from Union Terrace, another waste of money, as if using a bus coming from the South end, the stop would be the music hall, instead of the original graveyard. Now if you are elderly etc that is a decent walk to get to say M&S.

Going into town was always a pleasure, but you have put a stop to that. I can not drive down Union Street to King Street and to the beach, which is also another area you have made hard for the public. The beach parking on the front is wide enough for two way traffic but again, in your wisdom decided to change.

I am a born and bred Aberdonian but Aberdeen is not a big city and Union Street is the main thoroughfare to get from one end to the other. Now it's like a maze, trying to get anywhere. I am puzzled as to why you think all this is good for our city. Do you ever go and drive round the town and see the hardship being caused to people with all the detours you have created. Even trying to get to a car park is ridiculous. Maybe hold a public session to put your plans forward, I'm sure it will be interesting to see how that would go.

From what I and many others see is the ruin and downfall of the city centre, it will be like a ghost town. People have already started shopping outwith Aberdeen.

And don't get me started on First Bus, as they please themself when and if they turn up, and fares are extortionate.

Please think of the public and rate payers before you give priority to First Bus. !!

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 14:37
To: TrafficManagement
Subject: Traffic restrictions Aberdeen

I have tried to read and understand the so called improvements being made to the city centre. I consider myself of reasonable intelligence but I cannot fathom the logic of these measures. It is now practically impossible to get access to Union Street, particularly if you have, as I do, mobility problems.

The traffic congestion around these areas is now acute rather than difficult as previously and must be having a negative impact on air quality.

Shops currently on Union Street are already suffering a loss of footfall which is evidenced in the number of vacant sites. There is little to convince that a "cafe society" on Union Street is wanted or sustainable. Given the climate here, the only users of this will be crowds of anti social late night drinkers. New offices in the centre are unreachable. Aberdeen is in the centre of a rural area with many commuters. How are they supposed to get into the centre with the pathetic bus infrastructure ?

Aberdeen is dying and these new measures will be the final straw.

I refer the Council to its previous foray into sustainability at the Beach.

It would seem that the Council is determined to be seen to blindly follow the Green cause with no sensible consideration of the consequences to our once great and beautiful city.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 15:10
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Dear Aberdeen City Council,

I object to the above order for the following reasons:

1. The city centre will be severely impacted. Forcing motorists with cars to not bother travelling into town will mean businesses will close, jobs lost, livelihoods ruined and footfall on an ever-depleting town centre reduced. Many people (especially from the shire) will not travel into the city and instead prefer to use out of town services where cars are welcome and shops/cafes etc are easily accessible. (Various evidence of this on social media and from friends & family).
2. People will not stop driving or using cars in their daily lives. This option is more convenient and better suited to the vast majority of people, who will not change their method of transport to cycling or an unreliable and more expensive bus. Winter weather also plays a part in this.
3. This will lead to people home shopping online at Amazon etc, rather than visiting the centre due to the hassle and fear of being fined.
4. Elderly or disabled people will not be able to be dropped off or picked up in the areas that have been designated at bus gate routes. Public transport is not always direct enough and walks still required to reach a destination. Also Tradesmen and other workers will be deterred from carrying out duties in the city centre.
5. Traffic congestion around the proposed area will be greater, thus contributing to more pollution / emissions around the city centre. Drivers unfamiliar with the new road layout could perform dangerous maneuvers and put themselves and others in hazardous situations.

This experimental order is completely absurd and will have a more negative than positive outcome for the city of Aberdeen as a whole. It will not work. The people of Aberdeen do not want this freedom of movement restriction imposed on them.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 15:17
To: TrafficManagement
Subject: Bus gates in Aberdeen

Good afternoon,

I'd like to note my objections to the new bus gates being introduced in Aberdeen city centre.

I live in Ellon and travel to Aberdeen for leisure/shopping. These bus gates on top of the already in place restrictions on Union Street make navigating the town centre really difficult!

In regards to buses - they're expensive - £8.60 return and the times are limited - especially on the weekend evenings.

Not to mention that they only go to bottom end of Union Street and then to Union Square. If you're heading to west end it's quite a walk and most definitely not ok for people with mobility issues.

The town centre is already declining with many businesses/shops already closed - why would you want to make that worse?!

Please do not keep these bus gates in place!

Kind regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 16:51
To: TrafficManagement
Subject: Traffic gates Aberdeen

Yesterday while we were walking from the Bus Station to Castlegate we were amazed how many cars were driving through the new bus gate area. However when we looked it was easy to discover why. The blue notices are amidst other street furniture including other notices, traffic lights etc, most driver have their eyes on the road area around them to be safe for themselves and pedestrians. So can you please inform us how drivers are supposed to see these muted signs which just blend into the street scene.

Should these bus gates continue it is obvious that markings on the road are necessary to prevent the innocent careful driver from becoming a cash cow for Aberdeen City Council.

Kind regards

[REDACTED]
Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 16:53
To: TrafficManagement
Subject: Bus lanes

Good Morning,

I understand the need to look at the emissions on the roads not only for now but for the future. If this is experiment is for 6 months, I would like to ask the following questions:- Was a detailed survey of all emissions with the last 6 months on the proposed bus routes taken over an ongoing period to give a detailed and accurate picture of the main roads used and the side roads which now could be used. If so are they available for public scrutiny?

Is there, in place, a detailed survey taking place at the moment that will carry on for the next 6 months, on both the roads that have been blocked off because of the bus gates and the roads that are now being used?

In the event that Virginia Street is closed(as it unfortunately is when ambulance and police are dealing with an individual) the harbour area will grind to a standstill. Is there a plan B in place?

Surely the most logic thing would have been to have measures in place before you decided on all this disruption for the sake of 150 yards of bus route.

Why have you as a council not lobbied the Scottish parliament to get a train service opened up from Fraserburgh to Aberdeen, that could be used by commuters and extra carriages for goods. Then lorries from the train station to move the goods on to their destination. This would take hundreds of cars off the roads and cut emissions, but either Aberdeen/ Aberdeenshire/ Scottish parliament has been very shortsighted in the implementation of putting things in place first and just spent (wasted)millions of pounds with no thought.

As a manager for many years, it has always been that if you can't measure it, you can't manage it. Therefore it will be interesting to see the results of the emissions for the city centre and has it just moved them about.

I look forward to your response.

Regards
[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 17:39
To: TrafficManagement
Subject: BUS GATES

To Whom It May Concern,

I write to complain about the revised traffic measures in Aberdeen City centre.

The installation of bus gates will not help the regeneration of our once beautiful city it will only result in its strangulation and finality !!

Union Street needs opened to encourage businesses into the area ,although rates need to be reduced also to allow this !

People will not use over priced public transport to visit a city centre with nothing in it. They will use their cars to go out with to the Shire and further afield where they can park and conveniently purchase items in areas with appropriate shops !

Elderly and Disabled people especially will find these changes very difficult and inconvenient. To make their way across the city for appointments including visiting ARI from the South of the city.

Parking spaces for disabled people leave it too far for them to walk with the new restrictions.

The beautifully restored Tivoli Theatre will also suffer greatly from these restrictions. They do not make it easy for anybody to visit there so people won't bother.

Others are scared to drive in case they end up in a wrong area being fined as ACC love to do as proven with both Bedford Road and Union St bus gate !

This is not the correct course of action and does nothing to benefit the residents of Aberdeen.

ACC need to seriously reconsider these measures for the benefit of their Citizens and The City they are in power to promote and protect !

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 18:09
To: TrafficManagement
Subject: Bus gate objection

The new bus gates further degrade access to Aberdeen City Centre for all citizens of Aberdeen.

Particularly when coming into town to pick up people from the bus or train station from Bridge of Don - is awful. We now have to go on a massive detour around Aberdeen and have nowhere to stop to pick up passengers. College st car park is not accessible easily for passengers with large bags from the train station due to all of the steps. Generally it's just inconvenient.

Getting public transport from Bridge of Don into and home from town is not feasible as it's expensive, unreliable and slow - a 15 min car journey takes 45 mins (or more) on the bus.

My daughter has a learning difficulty and therefore is not safe on the bus on her own so utilising her bus pass is not an option.

We also are further inconvenienced by these gates due to her needing to be transported between venues for activities around the city on tight timelines.

I think the council need to start listening and thinking about their aspirations and the needs of the city residents before implementing pie in the sky ideas...which are clearly money making ideas rather than working towards any worthy goals.

Thanks

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 18:17
To: TrafficManagement
Subject: Bus gates Aberdeen city centre

The recent changes are utter madness and will destroy our struggling city centre. Simply put, I will no longer use Aberdeen city centre for shopping.

I live a 40 minute walk from the nearest bus. It's impossible for me to use buses. I won't do it.

There are better options now anyway for shopping and eating in all the city edge drive through / park-up locations that city has misguidedly approved. Why do this when the city centre needs footfall?

Indeed the whole traffic management system around the core of the city is completely unfit for our city.

It's simply idiotic, causing long journeys and pollution to move short distances. It erodes quality of life and causes air pollution and keeps people away from the city centre.

Why are Inverurie, Banchory, Westhill, Stonehaven all thriving while Aberdeen rots?

ACC please join the dots. You are causing urban decay.

Once you remove the bus gates and insane traffic restrictions, I'll come back.

If you don't, I'll probably move away. I have had enough of the incompetent policy making that is the direct cause of the deterioration of a once beautiful city. You are destroying this place.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 19:01
To: TrafficManagement
Subject: Bus gates

The bus gates are a ridiculous idea, they'll cause increased congestion, increased difficulty for disabled and elderly people accessing the city centre and a lesser desire for anyone from outlying areas to come into the city centre due to terrible public transport options and a lack of parking. This will be the final nail in the coffin for the city centre.

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 19:14
To: TrafficManagement
Subject: Traffic management experimental

Good morning

I wish to object to the closure of roads around the city centre for vehicles. This appears to make it impossible to get my elderly mother for her optician appointment where she is unable to walk and has to be dropped off right at the premises. She will not be the only one I am sure.

It appears there has be absolutely no consideration made for the elderly and disabled who cannot use public transport and rely on their own vehicles to get them from A to B.

The bus services in Aberdeen are atrocious and that is not down to being stuck in traffic. Its down to bus drivers not knowing where they are going. Along with living in the suburbs lucky if we have a bus every hour. Often buses dont even turn up.How does this make people use a bus service that is unreliable to get into city centre.

The park and ride from BOD I see is no longer in existence. If you are looking for people to use public transport then the ways and means are pulled from service. Where has the thought process been with this.

I believe Aberdeen simply does not have the infrastructure to allow this idiotic plan which all it will do will add pollution to residential areas as more cars use alternative routes to avoid the city centre.

I know of one shop in Union Street where customers buying larger items would take their car close by and pick up the item. This will not be able to happen no more. Concerns that this will drive away custom.

I cannot believe the council are totally ripping the heart out of Aberdeen.

Pushing people away. I as I am sure many others will no longer head into town and will rather head to Inverurie. Popped there yesterday and the place was full of shoppers. Certainly busier then the last time I was I'm the centre of Aberdeen.

I used to be proud of our city. Unfortunately the council appears to want to tear it apart.

Trying to remove pollution from the city centre where the bulk of it actually comes from buses, trains and boats all in the same area yet car drivers and tradesman to name just a few will now be driven away shopping or working in the city centre.

Please listen to the citizens of Aberdeen before it becomes more of a ghost town

Kind regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 19:45
To: TrafficManagement
Subject: Proposed Experimental changes.

Dear Leaders of our once great City,

As a tax paying citizen I am totally against these madcap Anti Car plans, the world has changed, people are more well off and use buses less and less, what you are trying to do is go against the tide and wishes of the greater masses of people in Aberdeenshire that have no choice but to drive. Getting across the city has just been made nearly impossible, take the beach to Crown street....What a shambles, add on a mile or so and another 10 or 30 minutes..

The plans are totally confusing and irresponsible and will lead to thousands of fines and frustrations for ordinary good citizens going about daily travels in and around the city.

Simply blocking roads is not going to bring footfall and customers to the city. In Fact the Opposite is true. There will be more space to ride your bike, for a tiny minority, but no shops will be open as folks will go to Inverurie or Dundee..... The Bus Service is poor, buses are often dirty, noisy, cold, steamed up windows and late if you can get a seat..

Who wants to take a bus in the middle of Winter when a warm convenient non polluting electric vehicle is available, and most cars are Euro 6 nowadays and very low emissions compared to years ago.. Do you know how dirty your buses are in comparison to one car..8 x Anyway it's no eason to close the city.. all that will happen is traffic will be driven into gridlock trying to get around this confusing mess..There is absolutely no point in doing what you are doing.. Electric cars produce no CO2, and will be widely used in a few years so this..makes no sense..

Do Not make these changes permanent, but I assume you've decided already that you will ignore Public opinion

Best Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 August 2023 20:30
To: TrafficManagement
Subject: Experimental Traffic Order 2023

To whom it may concern

I am not a resident of Aberdeen, I live in Ellon and have done for 55 years. As a teenager I looked forward to coming into Aberdeen city centre to the shops and travelling up Union Street in my parents car. We made many journeys by train and drove into the railway station. Sadly now I cannot share the same experiences with my family. Union Street is now a no go area and the heart has gone from the city centre. The latest round of bus gates mean any journey to the railway station are confusing and longer. The option to go straight over the lights at the harbour has been removed and replaced with a longer route to get to the car park. The return journey will involve a rat run around side streets if we want to enjoy a trip along the beach on the way home and I can't even fathom out if I can drive under the Denburn or if yet another bus gate will have popped up.

ACC certainly aren't "reading the room" as if you read all the comments on social media almost every one is against the scheme and will deter more and more people from coming into the city. The city centre desperately needs the footfall to keep businesses afloat but all the road changes are killing any hope of that.

I certainly won't take a bus into town if shopping, who wants to wrestle shopping bags on a bus if they have the option to take them back to their car and shop a bit more?

It's far too confusing and not wanted by the majority.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 August 2023 08:43
To: TrafficManagement
Subject: Hi proposed traffic issues

Good Morning

This proposal seems to be final. I have a few issues with this, I have an elderly neighbour who on occasion visits her son in Falkirk I take her to the bus station or train station she is unable to walk far can you explain to me how I get her there when the lanes come into use she has no disable badge.

On a personal note in my opinion the council looks to me as they are destroying Aberdeen with all the congestion changes and the bus lanes. Aberdeen does not have the infrastructure to accommodate these changes. All that will happen is a long queue with cars and lorries creating more emissions in one area. Aberdeen emissions are one of the lowest in Scotland.

I have lived in Aberdeen all my life and I have seen all the demise of the city. I know people who live outside the city who have said Aberdeen is dead no shops hardly any entertainment what a shame, I blame the council for this as they make the decisions.

On a final note is the council going to charge themselves the congestion charges along with the public for entering these areas. This will cost Aberdeen a fortune as most of the vehicles are outside the emission tolerances.

There should be no difference for the council and the employees to be different from the general public.

I want Aberdeen to be a leading city again this is not the way.

I look forward to your reply

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 August 2023 09:19
To: TrafficManagement
Subject: Complaint

Hello

I would like to register a complaint about the ill thought through and unnecessary changes to the bus routes

The council is determined to kill
Off Union Street.....

Be even more full of charity shops and beggars

In-line with the ludicrous low emission zone

What are you going to do about the wind when it blows emissions from ships across the fence line at the harbour ?

Stop boats going into the harbour and stop oil and gas industry?

And indeed the vehicles that you are banning from the dying city centre will still be emitting emission but shopping elsewhere ?

How about disabled people or people with Temporary injuries, Broken leg etc

Quite simply scandalous

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 August 2023 11:21
To: TrafficManagement
Subject: TRAFFIC GATES

I wish to add my name to the petition AGAINST the traffic gates to be installed.

[REDACTED]

[REDACTED]

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 21 August 2023 12:43
To: TrafficManagement
Subject: New Bus gates

Dear Sir/Madam

These are going to be the final nail in the coffin for our Cities beloved Union Street. Take a look back to the old photos in your archive. This once proud street is now a ghost town. People should be free to drive where they like and you should encourage this and get the once thriving street back to the way it was. Driving since the crazy changes at Queen Street and Guild Street have made travelling a true nightmare and I like many others now look for alternative ways that don't exist.

We do not have the streets or infrastructure to do this. You want to promote bike riding? Maybe have a word with the weather. This is Aberdeen not Spain or even London.

Our city is now a complete embarrassment and we should not be following any 2030 recommendations and instead be different and innovative.

I really fear for the future generation in this City.

[Redacted]

This email is intended for the named recipient only. If you have received it by mistake, please (i) contact the sender by email reply; (ii) delete the email from your system; . and (iii) do not copy the email or disclose its contents to anyone.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 August 2023 08:26
To: TrafficManagement
Subject: Bus gate objection

I am objecting to the bus gates in the City centre.

As my job as a Property Leasing Agent, travelling through the city centre is essential to me, I need to inspect many properties that are in the city centre.

These bus gate are going to make my job extremely difficult.

Businesses in the city centre will suffer though lack of trade which we know are already happening.

If you listen to the citizens of Aberdeen you will know that there are very few people in agreement with these bus gates.

I drive about Aberdeen and now seem to be sitting in traffic jams more then actually getting anything productive done.

I used to be able to get a least 10 properties inspected in a day and now it's about 5.

I 100% object to these new Bus gates.

Regards

[REDACTED]

[Sent from Yahoo Mail on Android](#)

[REDACTED]

From: [REDACTED]
Sent: 22 August 2023 15:15
To: TrafficManagement
Subject: Death of city centre.

Have watched with growing concern the inability of the council to listen to the people who actually employ them. After the shambles of the consultation on Union Terrace many years ago I thought they might have learned a lesson. This latest disaster that is going to be inflicted on the ever exasperated Aberdeen voters will finally be the death knell of the city centre, no matter how many fancy names you give groups with pie in the sky plans. It is people driving into town then spending hours going round nice shops with cheap parking and not having to worry if they have just lost £60 because they couldn't see a small sign amongst the dozens of other signs that litter our streets.

The towns and shopkeepers around the north east must be rubbing there hands thinking of all the extra business that will be coming there way now. Still not had any explanation of how these routes sre supposed to stop pollution. You are making people who want to take there car as not everyone has a bus route near them and not everyone is able to go onto the menace to everyone, sorry bikes. You try doing a weeks shopping on a bike. Pollution does not stop just because you have put a sign up and moved around a few access routes, it does travel with the wind. No mention of the massive amounts of fumes coming from the ships in the harbour, buses still spewing diesel and delivery lorries who need to access what little shops remain.

I am not disabled but my 98 year old father, he has a blue badge, is and needs me to drive around and about for various appointments. Just keeping fingers crossed that he hasn't got to go into town because he cannot walk more than a few steps and his wheelchair needs to be driven in the car to as close to where he is going or he just can't get there. There must be hundreds of disabled people in the same boat now that you have cut off the centre of the town to them. I am just glad that I am now retired from the council and don't need to travel into town every day as I think it would be sloe destroying now.

So yes I certainly object to this un thought out measure being imposed on the citizens of the city by people who have no idea what the majority of citizens want from them, it certainly isn't this shambles.

Let's face it it is purely a money making venture but they won't admit it.

Yours a disgruntled citizen

[REDACTED]

[Sent from Sky Yahoo Mail for iPad](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 August 2023 17:38
To: TrafficManagement
Subject: Objection to bus gates

I am lodging my objection to the bus gates.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 August 2023 19:59
To: TrafficManagement
Subject: Bus gates.

No consideration for elderly people who cannot walk a distance and have to be dropped off from a car to where they want to go. We can't afford a taxi.

But no point coming to Union Street now nothing there to go for.

Gone are the days of people walking along Union Street buying from all the shops meeting friends. Nobody there now. Just get the streets opened up again.

Put gates at Bridge of Dee and Bridge of Don. Close Aberdeen down completely. You are nearly there already. Final nail in coffin. 🍊

Very unhappy pensioner.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 August 2023 21:04
To: TrafficManagement
Subject: Bus gate - guild street

To whom it may concern,

I'd like to make a complaint regarding bus gates, specifically the one in Guild Street.

I stay in Mastrick and every day I drop kids to Kingsford primary school and go down to city centre to Regent Centre in harbour. With your bus gate in guild street I have to take , as you call it, main road around city. This takes at least 10 to 20 mints extra in a traffic. During high living cost this adds up extra fuel consumption where as a single mother is hard to afford.

I understand your "environmental" point of view and reduce of emission in the city centre (it like it dosent spread around the word any way...) but how on earth (apologies for my poor choice of vocabulary) I'll get from the school to my work place in just 20 min where buses are not reliable?

With driving around a city centre my bills adds up even more (I can already see it with only a one week with a new restriction applied) and it is hard to not be angry at ACC with decisions made out of our control. I believe we voted a people who are concerned about being and promote better living style.... With this.... I'm sorry... but it's just another, not inconvenience, but difficulties added to our our life we try to "thrive"

Please, take it down and let Aberdonians live happy life.

Kind regards
[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 August 2023 23:43
To: TrafficManagement
Subject: Feedback to city centre bus gates experiment

Dear Aberdeen Council,

I am generally not a negative person, but feel this bus gate plan seems very complicated to get your head round & if you don't get your head round this new road layout you get fined for going into the area! It does not appear to be just a bus lane, as there is lorry deliveries access, taxis, bikes, but not general public cars. It's not that I'm against change, but surely you had some other ideas to float & this was the one you chose? Why was there not 3 best ideas & then sent for public to vote on best one to improve whatever you are wanting to achieve. If no one was interested then you could then choose. It seems the council do not care what the people of Aberdeen & the shire think.

I look at this plan, tried to wrap my head round it, but can't. I can't see it actually doing much for emissions as everyone has access, except cars and with the added bonus of the harbour exhaust fumes, there will be little improvement in emissions & it will be interesting to see the CO2 results, as presumably you have done before testing for emissions so you can then repeat once the gates are up and running & see if there is a difference if that's what you are hoping for?

I would never take a bus into town from the shire, and I think you are going to make the city centre a dead zone, it's bad enough as it is, but this will be the death nail for Aberdeen.

I would however take a train, if I didn't drive, which is acceptable to me as takes slightly less time than driving but why would I spend more than an hour on a bus... Even if I parked at a park & ride, I doubt I would save any time, as would have to wait for a bus, then get on the bus & then stop at all the stops before reaching centre of town. Not my idea of good time management.

In summery, the bus gates are overly complicated why can't you have bus lanes & cars? It will be a money making venture with all the cars making the mistake of thinking they can use the road as every other type of vehicle can use the roads, & it will be very debatable if the emissions drop as you are not moving the harbour & all the ships so that exhaust emissions will remain pretty much the same. Finally what is going to become of the city centre, as not everyone wants to use a bus?

I hope this is an experiment & that's all.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 07:24
To: TrafficManagement
Subject: Objection to the the new and old traffic changes

The below was sent to both council leaders:

I am simply astonished at the latest developments you have put in place for the city centre. I have read the supporting information and reports which were published in 2015 (largely based on information collected from 2012) which supports these developments, however the world and retail habits have changed beyond recognition since. This makes these latest decisions outdated and I believe threatens the city centre further.

You have now made it extremely difficult to go from east to west or go into town. You actually believe this will force people to take buses and cycle? When the city is on its knees and we are relying on kindness and enthusiasm by volunteers to try and regenerate Union Street you have decided to gamble on out of date evidence to support your decisions. You previously bypassed Union Street to the Castle Gate and 2 years on the state of business in these areas is appalling, I would assume that you are monitoring the effects of these changes so I would like you to share this information with me, I would like to understand the effect on the city since you closed Union Street to the Castle Gate. In simple terms how many business were open prior to the closure and remain in business today, how many have ceased trading and how many have opened. I note that the bus gate has now turned into a nice cash generator at the expense of the poor soles that miss the signs so I imagine there has been a conversation about increasing the trap size to increase these funds in the future? Which brings me onto my next point...

You have now bypassing Guild street, Bridge street and Union Terrace to relieve the traffic in this area that you caused by closing Union Street. Footfall in the city centre is almost zero. I cycle through the town every day and it's dead. Do you remember waiting at the lights at the top of Bridge Street with hundreds of others to cross? These days are long gone. There is plenty of low emission private transport that could use Union Street if you want to try pushing the environmental angle however you have now reserved the centre for the deliveroo riders as they are the only people in the city, who ironically are then delivering food to people that don't want to, or can't get into town! It's cheaper to get things delivered rather than drive around the city in a stupid protracted way (bypassing the ghost town of Union Street), then to be over charged for parking. Amazon and other online retailers must be laughing their socks off, I dare say this joke will not be shared by the poor local business owners that are struggling to stay afloat.

I have also read the proposals to alter Union Street which you re-designated by stealth from a category A road to a destination, which then allows you to alter it without interference from the government however at no time were any of these changes put forward to the people of Aberdeen. You are even using emergency powers to push through these latest changes before you consult the people of Aberdeen. This is a disgrace. You are not elected to do what you want, you are elected to serve the people not yourselves. You are elected to spend our money ethically and wisely not by gambling.

None of your decisions are going to increase footfall. You are only making it harder, you only have to look at all towns and villages that have been bypassed previously, non have prospered and that was prior to the changing of habits. COVID changed everything. As leaders you have to respond to these new conditions, you have to be agile and not afraid to rip up the plan and form a new one. Based on the evidence over the last few years I'm not sure the council is capable of doing this however I hope it can.

Kind Regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 08:28
To: TrafficManagement
Subject: Bus Gate

Follow Up Flag: Follow up
Flag Status: Completed

Hi,

I believe I drove through a (poorly signposted) Bus gate on Monday 21st August on Guild Street. I was trying to get to the beach and went this way. It's already a slightly confusing bit of road at the bend regarding what lane you need to be in however I went in the left lane to get down over guild street. As soon I was on the street I noticed bus gate written on the ground however there was no way back from where I was so I continued on. I hope not to receive a fine for what was an honest mistake (car reg [REDACTED], registered owned [REDACTED]) I also noted the bus gate was not listed on your map of bus gates on your website at the time.

I object to these bus lanes being in place as they make travelling around the city centre tricky. If we had an amazing bus service it would be a different story, however as it's lacking then it seems unfair to penalise cars trying to get around the city.

Thanks in advance

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 10:45
To: TrafficManagement
Subject: Bus Gates Aberdeen City

I object and disagree with the installation of bus gates in Aberdeen City. Before this takes place a full and open inquiry must take place and this use of Experimental Traffic regulation order is sharp practice by the unelected officers of aberdeen city.

I am also a Blue Badge holder and will be seriously affected by these actions.

Please record my objections

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 10:51
To: TrafficManagement
Subject: Proposed Bus gates

Dear Sirs

With regards to the experimental bus gates now in force in Aberdeen I and my wife feel we must protest most vehemently against these gates becoming a permanent feature

They do absolutely nothing to help residents of Aberdeen to get into the centre of Aberdeen for either shopping , visiting friends or getting to Bus and Rail terminals

We trust that the feelings of local council tax paying residents are taken into account

Yours sincerely

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 11:13
To: TrafficManagement
Subject: Bus Gates, Aberdeen

Dear Sirs,

I write to express my complete and utter rejection of the matters as installed and as future proposed. The centre of Aberdeen has to remain available and open to all and these proposals deny access to many, without compensatory facilities. If these proposal remain then they will herald the death knell of the city as we all know it. The centre will die away with increasingly difficult access moving people to use out of town shopping facilities or reverting to online opportunities. All to the detriment of our city. There will little point in trying to regenerate life back in to Union Street. Typical disconnected thinking of this council.

[REDACTED]

Sent from [Mail](#) for Windows

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 13:36
To: TrafficManagement
Subject: Bus gates coming in to operation

My husband is a Blue Badge holder and we had a run into town today to test out how the Bus Gates will effect his access to places he regularly uses. Out of 13 places he uses for shopping, business, meeting friends and accessing buses and trains only three places were as easily accessible to him as prior to Bus Gate. Another issue that arose was that every other journey made to access places incurred a longer journey using more petrol which could curtail Blue Badge holders from going out as much and obviously longer journeys cause more pollution. Although we (and presumably other Blue Badge Holders) would be pleased to see pollution in the City Centre reduced it would appear to us that the needs of Blue Badge Holders have been overlooked by the very system that assessed them as having greater needs and entitled rights regarding access. We hope the Council may reconsider this before the Bus Gate is a permanent change for people with disabilities in Aberdeen.

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 14:39
To: TrafficManagement
Subject: Bus Gates

We are totally against these new gates and want it noted.

Kind Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 16:54
To: TrafficManagement
Subject: New Bus Gates

Dear Sir /Madam

I am writing to voice my concern and disappointment at the new bus gates which have just been implemented in Aberdeen . It is a huge mistaken and is now making it even more difficult for people to come into the centre of Aberdeen . There is no way for me to get to Union square now except via the beach or round from the Duthie Park side of town . I live centrally but it is impossible for me to use the limited shops we have in Aberdeen meaning I will shop online more and go else where for my shopping . I have lived in Aberdeen my whole life and with each decision the council make things in the centre of time are getting worse and worse .

I hope these bus gates will be removed before Christmas comes as it is going to create huge traffic queues for anyone who does try to drive into town to shop .

Kind regards

[REDACTED]

[Sent from the all-new AOL app for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 18:02
To: TrafficManagement
Subject: Remove Bus Gates!

Hi

Bus gates will do nothing to help people return to city centre and impact the Our Union Street project!

These should be removed immediately and reconsidered with public consultation once the city is thriving again!!

Strongly object to them

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 18:43
To: TrafficManagement
Subject: City centre traffic.

The installation of bus gates in the city will do permanent damage to the centre retail and hospitality businesses.

The idea of encouraging people to use buses will not work as using a bus is not socially acceptable to many unless the following issues are addressed

Buses have on some occasions have rowdy and drunk passengers, passengers with dirty work clothing on, also buses do not comply with their own timetables. If part of the traffic strategy is to reduce carbon emissions then compare this with emissions coming from ships berthed right up to the city centre.

Also the Council should have a business compensation scheme ready for those businesses who fail because of this action.

Please stop telling people how to run their lives

ASK THE COMMUNITY FIRST.

[REDACTED]

Sent via BT Email App

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 19:50
To: TrafficManagement
Cc: Martin Greig
Subject: Bus Gates Aberdeen

> I object and disagree with the installation of bus gates in Aberdeen City. Before this takes place a full and open inquiry must take place and this use of Experimental Traffic regulation order is sharp practice by the unelected officers of aberdeen city.
> Due to serious medical problems my wife is a Blue Badge holder and proposed impact affected by these actions will reduce our ability to access the main Aberdeen streets for shopping I expect my local council representatives to support my concerns and strongly voice objections to these actions
>
> Please record my objections
>

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 August 2023 23:16
To: TrafficManagement
Subject: Bus gates city centre

Hi,

I would like to submit my objection to the bus gates city centre. Aberdeen retailers are struggling, and you are driving people away from city centre, and to use online retailers. The bus routes are appalling and expensive!! If you get in a bus you can be subjected to abuse from youths, which the drivers are told not to get involved with. once again doesn't install faith in the council or first bus, due to first bus customers having to deal with these issue on their own or get off the bus. Disgusting as a law abiding citizen. I will not be using public transport to travel to city centre after an incident with youths on a bus I was on. So your plans have actually stopped me from shopping in Union Street.

WAKE UP ACC!!

You are losing support from the citizens of Aberdeen on your delusional projects.
Very disgruntled Aberdeen Resident!!!!

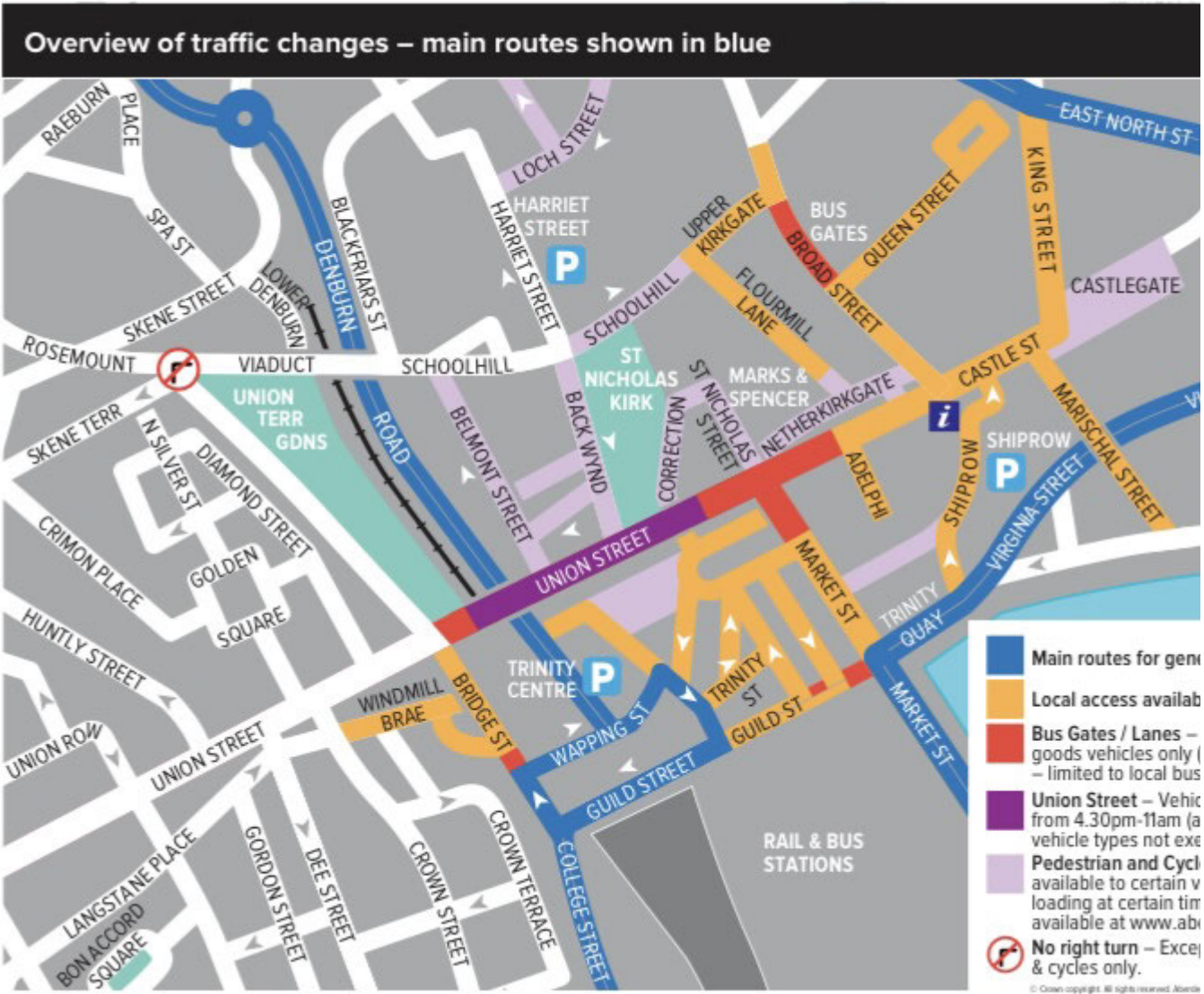
Regards

[REDACTED]

Sent from my iPhone

From: [REDACTED]
Sent: 24 August 2023 08:26
To: TrafficManagement
Subject: New City Centre Bus Gates

I have studied the new routes round the city centre for regular city drivers. The gates at Bridge Street and Guild Street in particular are a huge disappointment. They stop routine and convenient travel routes used by the public around the city that have been in place for decades. This makes travel round the city much more inefficient and frustrating. Much longer travel routes forced on to the public. More inconvenience. More fuel used and emissions made etc etc. The changes certainly do not make the already embarrassing and grubby city centre with its empty shops, expensive parking and aimless youths any more attractive a destination. Out of town shopping is looking far more attractive. No wonder places like Inverurie are thriving by contrast. If you want to make the city centre a no go area for the public, and exacerbate the current city decline then you are doing a fine job. Re open Bridge Street and Guild Street as a priority.



[REDACTED]

From: [REDACTED]
Sent: 24 August 2023 08:57
To: TrafficManagement
Subject: bus gates

I will not be venturing into Aberdeen until the bus gates are taken away. They are far too confusing and not well signposted. Please stop taking decisions which are detrimental to the overall good of revitalising our city. Start listening to the people who are wanting to use the shops and those who are trying very hard to come up with honest solutions for the city centre, eg The Market redevelopment.

[REDACTED]
Sent from [Mail](#) for Windows

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 09:04
To: TrafficManagement
Subject: Traffic Restrictions Aberdeen City Centre

Dear Aberdeen City Council,

I don't drive. I rely on public transport to take me to and from the city centre.

Unless you use buses regularly, you will have no idea how bad the service is.

Example - Thursday 17 August, arriving off the train at Aberdeen from Edinburgh with suitcase. LNER train had encountered problems south of Edinburgh, causing delays on the journey north meaning I did not get to the bus station until 1800hrs. A number 6 bus was due. Did not show up. No one from Stagecoach to ask - bus drivers shrugged their shoulders. Waited 35 minutes until a bus eventually turned up.

Reason apparently - severe shortage of drivers.

Example - Wednesday 23 August, walked to bus stop on Queens Road to get bus to Union Square train station to catch 0755 Number 4 bus. Bus sped past me as I reached the stop. 6 minutes early. Waited almost 30 minutes for any bus, 11 First Bus or Stagecoach. Just made it down to the Station to catch Scotrail 0854 train to Glasgow. Obviously because no buses, the bus stopped at almost every stop on Queens Road causing the journey to be at snails pace.

My sister who lives nearby tells me to phone her and she'll take me here and there by car. I would only do that in an emergency but I am simply trying to point out to you that it's not easy to abandon cars and rely on public transport.

You are implementing these restrictions for cars with no thought at all for the disabled and elderly who need to be dropped off in the centre of Aberdeen. One day you may be in the same situation.

I love Aberdeen. I am thoroughly behind the efforts to regenerate the city centre. *I cannot, no matter how hard I try to understand your logic, see how you think cutting off the city centre to ALL helps in any way?*

Please look at bus timetables - every change made is cutting services. The exception is the buses that go to RGU Garthdee so lucky anyone who lives on the same route as the students.

Most of the decisions Aberdeen City Council are making are simply destroying our city.

I have no idea what you are thinking of. Years to come, you will look back at the mess you have made. I wonder what you'll be thinking then.

Yours sincerely
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 09:21
To: TrafficManagement
Subject: Lunacy

Just go and see the chaos you have created you haven't taken the public opinion or commerce your just making all this as a cash cow for unwary motorists the surrounding roads there is no logic to this and everybody knows public opinion hasn't and won't be taken into account but it will come the next election

Sent from Samsung Mobile on O2

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 09:40
To: TrafficManagement
Subject: Bus gates

Good morning

I am resident in Aberdeenshire, but work in the city. I like many others am appalled at the installation of the bus gates, with no consideration or consultation.

The assertion that this will encourage people to use buses more is entirely false; many of us who work in the city live in rural areas where the public transport infrastructure is extremely poor, and driving into Aberdeen is the only viable option. Were it not for the fact that I work in the city, I would certainly not visit socially as I have been made to feel unwelcome by the council's arbitrary and selfish planning (or lack thereof).

I would like my strenuous objection to the bus gates added to what will no doubt be a sizeable and loud voice.

Kind regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 09:45
To: TrafficManagement
Subject: Bud gates

I would like to register my objection to the introduction of bus gates in the centre of Aberdeen as they will have an even more detrimental effect on the status of Union Street and surrounding areas, which are slowly being deserted by the public and businesses.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 09:54
To: TrafficManagement
Subject: Bus Gates and Union Terrace Access

To Whom it May Concern

This has got to be one of the most ill-conceived, badly managed decisions in a litany of absurd decisions. Using the excuse of improving bus times and efficiency really shows how out of touch this council is. Has a study been carried out on % of travel to the city centre by people on buses, cycles or taxis, frequency of buses, buses, bus satisfaction survey? It seems like you are pandering to the minority to suite your own needs.

This move will significantly increase travel times and distances, increase congestion, increase pollution and decrease the footfall on the city centre.

All traffic will now be bottlenecked into one tight route either side of the centre, causing massive congestion. I cannot see what can possibly be gained from blocking a right turn from Union Terrace other than forcing traffic onto narrower roads such as Skene Street and Rosemount Viaduct which are already congested with cars parked either side(next brainwave to remove parking?) There is also a primary school there if you haven't already noticed. You have wasted millions of £ on vanity projects so far, then claim you have no resources left to support basic amenities.

You have spent our money installing cycle lanes at the beach and South College Street and other locations that no one uses, the cyclists still use the roads or pavements in all these locations. Where were the the case studies or investigations before this work was carried out? There is CCTV at the beach, has anyone actually checked the volume of cyclists using the cycle lane? If that was returned to the way it was, it would release the pressure on Links Road which is gridlocked most weekends.

I don't even know where to start on the shambles you have created at South College Street/Riverside Drive (and how long it took).

I could go on about the condition of the roads throughout, not least around Union Mall and the complete lack of signage, let alone your reduculous LEZ plan.

Please stop and think before ruining our city even more than you already have.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 10:58
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT)
(EXPERIMENTAL) ORDER 2023

Dear Aberdeen City Council,

I cannot believe that a council would commit such a death nail to the great city of Aberdeen by introducing this utter madness, The city council will be KILLING Aberdeen business with the reduced foot fall in the city due to the lack of access by roads, the council sees fit to introduce these measures without even looking at how folk from out with Aberdeen can access the City with NO PARK AND RIDE system in place, but again the city planners don't look at the rest of the shire as they are so narrow minded, and for city councillor's to agree to the shambolic mess is beyond comprehension.

This traffic managements should be ceased immediately until a park and ride system is implemented across the city, as not to cut off access to the city from the shire...

Best Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 12:13
To: TrafficManagement
Subject: Staggeringly poor planning.....again.

Traffic Management - Management..... yeah right!

Reading the Evening Express, I now understand I am probably getting 1 (maybe 2) penalty notices in the mail.

Why, because the council can't/couldn't/never will be able to plan a piss up..... where are the large clear signs plastered everywhere in the Guild Street area stating NEW ROAD Layout ahead, NO CARS allowed.....

I have lived in Aberdeen all my life and drove down to pick up my parents in their 80s from the Train Station recently at night..... only on reading the Evening Express it now seems I broke the law.

Well done Aberdeen City Council..... another unplanned, poorly executed, knee jerk plan that will further kill off the city centre. It's bad enough with all the road works recently scattered all over the place, but now you seem hell bent on destroying the city centre.

On the plus side though you will screw a pile of penalty notices out of drivers at the same time. That will pay for your Xmas party.

AND don't get me started on the "Hanging Gardens of Union Terrace"dear god, your plan to turn Aberdeen into a ghost town in 20-30 years is bang on track.

But why would you care..... you'll be on your fat pensions by then.

Whatever..... utterly useless.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 12:21
To: TrafficManagement
Subject: Bus Gates

I was unfortunate enough to fall foul of the first bus gates and paid the fine. As an elderly person on a pension this was a not insignificant amount of money. At the time I hadn't even heard of bus gates, living in Stonehaven, I'd seen no information. This was actually my first visit with all the restrictions I'd had with Covid-19.

I now have no idea how to get in and out of Aberdeen without receiving a fine and this has considerably reduced my freedom to visit and shop in the city where I was born.

I now avoid all shopping on Union Street, George Street and Holburn Street and only use Union Square which I can get to by car or train. Thankfully there's a bypass from Stonehaven meaning I can still visit family in Westhill. Also Montrose and Inverurie can still be reached easily for shopping. Aberdeen's loss is their gain.

Yours Faithfully

[REDACTED]

Email: [REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 12:51
To: TrafficManagement
Subject: Bus gates traffic

Hello , who ever thought that bus gates would ease the traffic. ...Are serious delusion and should be held accountable. Not only has this effect disabled drivers it's complete shambles to city centre. And only cause more traffic on to other routes and more travel times.into the city .not only that its also complete misery that signs are not big enough to read until its too late .bigger signs would also help people with short-sightedness that can't read small signs .it would be helpful to city if this was to be removed and business can resume .

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 13:21
To: TrafficManagement
Subject: Objection: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Hi,

Please count this as an objection against the "THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023". Upon completion of the experiment, please remove the bus gates.

Rather than improving the area for all, the focus has been making the City centre an unwelcoming maze that even locals struggle to understand. For example, the positioning of the bus gate and road setup at Denburn/Guild Street is extremely poor and makes the road usage unpredictable.

Union Street has been turned into a bus priority area, there is no need for surrounding streets to also be further restricted to favour buses. Why not keep Union Street the focal point of buses?

The fact that is negatively affects so many groups, particularly those with additional needs, is sad to see. Hopefully future spending on Aberdeen's road goes towards a positive project that improves access, rather than reducing it.

Yours sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 16:17
To: TrafficManagement
Subject: Bus gates

Dear Sir/Madam

Please can the bus gates be halted.

There has been no communication or information given to city or shire residents on where they can drive now.

I know the city well but can honestly I will not be driving into the city centre to the car parks with the high probability of a fine.

Kind Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 August 2023 19:45
To: TrafficManagement
Subject: New bus gates

The new bus gates are driving traffic away from the city centre. Our city centre is dying. We need to encourage people to shop not force them out.

Not only that but they are making travelling around the city a nightmare.

There needs to be much better public transport infrastructure in place before even considering doing this type of thing.

Public transport is currently unreliable, irregular and exceedingly expensive.

You have put the cart before the horse!!!

Please remove them immediately

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 27 August 2023 10:07
To: TrafficManagement
Subject: ETRO feedback

The bus gate on Bridge Street should be removed as quickly as possible. Similarly the bus gates on Guild Street should be removed. Please arrange public meetings to discuss the ETRO measures and explain why they are not further contributing to the city centre decline.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 27 August 2023 20:59
To: TrafficManagement
Subject: Objection to bus gates

I am notifying my objections to the new bus gates in the city. Between the high cost of parking, restricted access through the centre of town, low emission zoning and now the introduction of bus gates that as I driver and lifelong resident of Aberdeen I will no longer be heading into town for shopping, entertainment or otherwise. As it stands there is little enough to encourage people to visit the town centre without discouraging car drivers who now risk being fined.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 28 August 2023 08:52
To: TrafficManagement
Subject: FW: City centre bus gates

Good morning

Please see email below.

Kind regards
[REDACTED]



[REDACTED]

-----Original Message-----

From: [REDACTED] <[REDACTED]>
Sent: Saturday, August 26, 2023 9:05 PM
To: [REDACTED] <[REDACTED]>
Subject: City centre bus gates

To whom it may concern,

I would love to know and understand the thought process and planning behind the discussion to close guild street and surrounding roads to all traffic. Are you trying to make the city centre as inaccessible as possible? And cause the closure of even more businesses with the town? If it's got the reason of the environment (rich for the ex-oil capital of Europe) then the people who can and still only will drive anyway, it's just causing a longer distance needing to be driven and a build up of my cars in the one area, pumping more exhaust fumes into the air. I seriously hope you reconsider the changes made and use the tax payer money on something that will actually help the city flourish and be what is used to be, instead of running it into the ground. There's more respect to be had in making a decision and realising it's a mistake and changing it, than to stand by a bad choice and keep things worse off.

A concerned citizen of Aberdeen.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 28 August 2023 09:33
To: TrafficManagement
Subject: Complaint bus gates in Aberdeen

Hi

I would like to complain about the recent bus gate system in the centre of Aberdeen. When driving it is challenging enough to concentrate on busy roads and the signs need to be more prominent for bus gates. I believe at a time when Aberdeen should be encouraging people to access the city to spend money and improve the economic prospects of the city that installing bus gates is discouraging people to enter the city.

Kind Regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 28 August 2023 11:36
To: TrafficManagement
Subject: Turning Left from Union Terrace

Good morning,

I understand the need to reduce traffic in the city centre and the need for bus gates to improve reliability of public services. What I don't understand is the need for preventing turning right onto Schoolhill to access Harriet Street car park or Robert Gordon School. By restricting turning right (rather than adding an effective filter) you're forcing all traffic up onto the already condensed and congested Rosemount area, to then drive all the traffic through the very tight residential streets, where there is added risk of kids or pets running onto the once quiet streets. The bottom of Rosemount, beside Skene Square primary is very narrow and is often congested with cars taking turns to overtake all the parked cars. Accessing this roundabout will become even more congested and dangerous to about turn to come back down the street to access Denburn, Harriet Street and the schools. This can all be solved by allowing cars to turn right here. It doesn't have a huge impact on the very few buses that take this route to George Street.

I am also very confused by the need for the bus gate from Virginia Street straight onto Broad Street, there are no buses using this route. I understand the need to prevent cars from going straight onto Broad Street but a bus gate? Really? No buses use this route. Are you unaware of the bus routes in the city? It is hard enough accessing our bus station and train station and very difficult getting from our "Transport Hub" to anywhere in the city with lots of luggage. The taxi's aren't allowed to access the hub, they are now not allowed to drive around the area and we have to schlep our luggage up very steep hills to attempt to find one of the few taxi's on our streets. Getting on and off buses with 3 suitcases, a buggy and a toddler is more difficult than competing in the Olympics.

Furthermore, the signage is appalling and very confusing. It doesn't match the maps initially provided. When you leave Q-Park at Trinity Centre, you're forced up the tiny streets to Haddon Street and therefore Market Street which is restricted and a bus gate. You now have a lot of confused people unable to leave this congested tight and twisted maze. The one-way streets lead you back down to Broad Street which again is a bus gate. Its all a tad shambolic. Perhaps sort out the city infrastructure before removing more roads?

I hereby object to the right hand turn on Union Terrace Garden and the bus gate on Virginia Street, and the access around the Trinity Centre Car Park.

[REDACTED]

[REDACTED]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 29 August 2023 12:40
To: TrafficManagement
Subject: Union Street Bus Gates

Dear Sir/Madam,

I would like to make a complaint about the recently installed bus gates on Union Street. I fear that the council is closing off Union Street to the public, particularly those who use cars to get to the city.

The roads that the traffic is being redirected to are not fit for that volume of traffic. The buses are not useful to everyone who needs to get into town, as routes and times are limited (unlike in larger cities, where this approach might work).

As for the 'clean air' argument, what about the air on the streets where the traffic is being redirected? There is also lots of air pollution just half a mile away at the Harbour, with all the boats that come in and the lorries that go south via Wellington Road. These areas are populated too. Does 'clean air' not matter so much in these areas? Once cars are all electric, will they be allowed back on to Union Street?

You are failing the elderly, disabled and young families and others who, for various reasons, need to use a car, with these bus gates. Whatever happened to inclusion?

I hope you will pay heed to this complaint and see sense.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 30 August 2023 08:01
To: TrafficManagement
Subject: complaint about the changes to Aberdeen city centre routes and bus gate

I would like to register my complaint about the changes that are being made to Aberdeen city centre roads with these new bus gates. As someone who has lived off of Union Street for the last 32 years and supported the city centre shops, bars and restaurants I'm now finding it impossible to stay and currently looking to move out of the city. I have elderly family who live in the Bridge of Don who I need to go see every weekend and take them shopping etc. For myself I also normally go to Asda at the beach for my main grocery shopping, then use the local shops in town for top ups.

When going to the bridge of don I used to travel from Bon Accord street, down union street and along king street, but the closure of Union street has stopped this. I then used to go down windmill brae and onto bridge street, Wapping street and up denburn and out via St macher but this local route now has bus gates. I now drive up union street, up Esslemont avenue and beside the westburn park to then come back down the 5 winds and onto st macher – or worse, go along union street, unon terrace, up rosemount and then Spa street as a rat run to get back onto the Denburn road. Come back from BOD is worse as I now need to go around the back of his majesties, up the side of Nargile, and around various 1 way streets to pop out at the junction opposite Bon accord street. Its like a magical mystery tour just trying to get back to my house.

I also used to go to Asda at the beach via the same route of windmill brae, bridge street, wapping street and guild street and straight across. The last time I tried to go (and bearing in mind college street was closed) I had to go down via DUTHIE PARK!!!! To go along the river side, up the already very congested Market street that cant cope with the traffic on it already and then along the harbour.

Considering these changes and bus routes is supposed to be for clear air for residents of the city centre I don't understand how getting me to drive an additional 1.5 miles around the city centre to get to my destination is helping the clean air. And its not possible to take buses everywhere as when you are shopping with multi bags of bottles and cans, this is just not possible. Or when I'm taking my elderly family out, they need the car as their mobility is limited.

I also don't understand why we spend £30million on changes to south college street to put in a filter lane WHICH TURNS LEFT!!!! Any person who has travelled this road (as I do every day) knows that there is NEVER A QUEUE TO TURN LEFT!!! What a waste of money. And then you go and make it a 20 mile per hour zone – probably the only 20 MPH duel carriageway in the UK – well done to the person who came up with that idea.

To top it all off next year you are going to charge me £200 a year to park outside my own house which is just day light robbery.

I normally have been a big supported of Aberdeen city council but recently its really clear that you want to drive (pardon the pun) people out of the city centre – which is already desperate for people to stay and spend their money. Please you must listen to the people who live here and who spend their money here – otherwise it will be too late and you will be responsible for a further downturn which may take years to recover.

I'm happy to discuss any of the above points in more detail as this is something that is really impacting me and my neighbours and it would be nice to actually be heard and our concerns understood

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 30 August 2023 10:16
To: TrafficManagement
Subject: Bus Gates

Dear Sir/Madam

I write to complain about the introduction of bus gates in Aberdeen City Centre.

With no consultation whatsoever these have been imposed on the public and drivers of Aberdeen and surrounding areas.

The City Centre and in particular our once proud Union Street, has now become a no go zone, or one which involves driving on laborious routes which are time consuming (not to mention the petrol involved) in order to make a previously short and straightforward journey.

I fully agree with the recent comment in the media that Aberdeen City Council have put a 'ligature round our City Centre'.

Since childhood I have shopped in the City Centre on a very regular basis. But in future, as a Cove resident, I'll be taking my custom to the retail park in Portlethen where Asda, B & M, Home Bargains, Matalan and Argos provide everything I could ask for.

I regularly visit Dundee which offers so much more and which throngs with people.

Aberdeen City Council have put 'the final nail in the coffin' of Aberdeen. I hope this disgraceful decision is overturned soon.

The soon to be introduction of the LEZ will kill it off altogether, for people and small businesses alike.

Yours,

[REDACTED] a once proud Aberdonian!

[Sent from Yahoo Mail on Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 07 September 2023 13:52
To: TrafficManagement
Subject: Bus Gate Objection

Dear Sir/Madam

I am writing to object mainly to the new bus gates on Guild Street and Bridge Street (but also include Market Street).

I appreciate this is being done to try and reduce pollution and encourage people to take buses but not everyone is able to take a bus (disabled people), not everyone is safe on the bus (eg those who remain at high risk from coronavirus despite having all the vaccinations especially now face masks are not mandatory on public transport), not everyone has a bus stop local to them or takes them where they want to go (eg Bridge of Don) and it is not always feasible to use a bus eg carrying large amounts of shopping and some people cannot afford the high cost of the tickets for first bus (it is one of the most expensive bus services in Scotland).

In response to reducing of pollution I cannot understand how making people in cars drive further to get to and from areas in Aberdeen to their home can help reduce pollution eg if I am to return from Union Square to Mount Street where I live, I would now have to drive 1.9 miles instead of 1 mile (that was Market Street, left onto Guild Street, Bridge Street, straight up and across Union Terrace).

Most, if not all, traffic coming from around that area, Riverside Drive, Torry are being funnelled onto one option of Regent Quay and up to the roundabout at the top of the Beach Boulevard meaning instead of drivers having 3 options across town they are down to one. This means much more traffic on one route, resulting in longer driving times, traffic sitting at a standstill, more congestion and thus more pollution.

If you have to have some bus gates surely it would be better to either leave Guild Street onto Bridge Street open (then drivers have the option of 2 ways across town, thus reducing congestion) or leave Market Street open both ways so again drivers have 2 options across town.

I also cannot understand why Aberdeen City council think it's a good idea that people can drive onto Schoolhill but cannot turn right from Union Terrace onto Schoolhill.

I therefore object to the bus gates for the reason that instead of reducing pollution in town you are increasing it, you are ignoring the needs of disabled people AND ignoring the fact that the bus routes/stops available in Aberdeen are not always best placed and are, notwithstanding that first bus is one of the most expensive bus providers in Scotland.

Yours faithfully

[REDACTED]

PS I trust your need to have objections in writing applies to sending of an email and not that only signed letters will be valid. If you do mean by letter then I think this is just another way of reducing the number of objections received by Aberdeen City Council.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 September 2023 15:01
To: TrafficManagement
Subject: Experimental traffic order 2023

How dare the council ruin the convenience of driving to and through our city centre for experimental reasons. There are surely better ways to forecast traffic flow than by this method.

The justification for the experiment is weak at best and I am astonished that the majority of councillors voted for this. Improvement of bus punctuality needs some quantitative statistics. E.g. What percentage of road users travel by bus taxi and bicycle in Aberdeen city centre per year? What is the average journey time? What is the time saving objective of the experimental traffic order? If this really is an experiment, then the council must present empirical evidence of the before and after picture to justify its need.

I await presentation of the evidence.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 September 2023 18:12
To: TrafficManagement
Cc: robin Leith
Subject: Bus Gates

I will keep this short and sweet.

As an able bodied person who is not vulnerable and without small children or assisting a physically dependant adult, and mainly able to pay my way, I have access to Aberdeen city centre to shop browse etc, but rarely choose to do so as there is almost nothing left to visit; now the bus gates add a further level of frustration/confusion as union square/bon accord Centre is becoming almost impossible to access by private vehicle so my very rare visits will now cease. However, it occurs to me that those less fortunate than me who have no choice and who have small children , physically dependant adults , restricted finances, etc will be caught up in the traffic fiasco created by new system. Well done making a bad situation worse.

But I am curious , who do you think actually benefits from the introduction of the bus gates?

Yours sincerely

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 11 September 2023 19:27
To: TrafficManagement
Subject: ETRO objection

I object to the establishment of Bus Gates on Bridge Street and Guild Street. Even in the early stages these restrictions are causing significant congestion and commensurate additional pollution on surrounding streets. The traffic restrictions are hindering the revitalisation of the City Centre. The council roads department has a dismal history of so called improvement schemes and should not further this one without widespread consent of city residents.

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 04 October 2023 16:47
To: TrafficManagement
Subject: Fwd: Delivery Status Notification (Failure)
Attachments: icon.png

----- Forwarded message -----

[REDACTED]

Date: Wed, Oct 4, 2023, 3:44 PM
Subject: Delivery Status Notification (Failure)
[REDACTED]



Address not found

Your message wasn't delivered to **trafficmanagement@aberdeencity.gov** because the domain [aberdeencity.gov](https://www.aberdeencity.gov) couldn't be found. Check for typos or unnecessary spaces and try again.

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The response was:

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----- Forwarded message -----

From: [REDACTED]
To: [REDACTED]
Cc:
Bcc:

Date: Wed, 4 Oct 2023 15:44:06 +0100

Subject: LEZ/Bus gates in Aberdeen

Dear Sir/madam

I am writing to state my opposition to the LEZ and busgates in Aberdeen.

To circumvent the above requires several miles of extra travel, increasing pollution on the outskirts of the above. The answer is to make travel more efficient, more direct routes through the city centre.

Union Street is now a disgraceful, deserted wasteland with many empty premises and little variety of places to shop.

Parking is difficult and expensive. With so far fewer roadside spaces available/affordable, those of us in the hinterland go elsewhere, such as Inverurie, where there are all the the big name shops and reasonable parking, both free and for a reasonable fee.

Council policy appears to have been to force traffic off of the so-called "rat-runs" onto the major spoke routes and cross-routes. This overloaded the said routes. Using the King Street area as an example, between St Machar and the city centre, it is clear that the closing off of most of the Streets, making one-way and limiting right-turns led to the terrible pollution in that area.

I think that a big rethink is in order/vital to the success of the city, rather than the embarrassment it has become.

Yours faithfully



[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 05 October 2023 12:32
To: TrafficManagement
Subject: Bus gates and LEZ

Dear Sir/madam

I am writing to state my opposition to the LEZ and busgates in Aberdeen.

To circumvent the above requires several miles of extra travel, increasing pollution on the outskirts of the above. The answer is to make travel more efficient, more direct routes through the city centre.

Union Street is now a disgraceful, deserted wasteland with many empty premises and little variety of places to shop.

Parking is difficult and expensive. With so far fewer roadside spaces available/affordable, those of us in the hinterland go elsewhere, such as Inverurie , where there are all the the big name shops and reasonable parking, both free and for a reasonable fee.

Council policy appears to have been to force traffic off of the so-called "rat-runs" onto the major spoke routes and cross-routes. This overloaded the said routes. Using the King Street area as an example, between St Machar and the city centre, it is clear that the closing off of most of the Streets, making one-way and limiting right-turns led to the terrible pollution in that area.

I think that a big rethink is in order/vital to the success of the city, rather than the embarrassment it has become.

Yours faithfully

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 29 October 2023 15:01
To: TrafficManagement
Subject: Bus gates

To whom it may concern

When taking my car into city centre, I parked in The Trinity centre. When exiting the car park, I occasionally had difficulty crossing over Wapping Street to reach Guild Street where I had the choice, to turn right or left.

Since bus gates were introduced, there is so much traffic blocking Wapping street and only one choice to get home, I've given up. I needed my car because I could not carry all that I had purchased, on the bus.

It doesn't make sense that one can only enter Bath Street from Crown Street or turn right at Union Street/Bridge Street. Also no right turn from Union Terrace to Rosemount Viaduct? More traffic is being pushed on to smaller Streets and it doesn't help the situation.

On the few occasions I have used the bus, it has not been any quicker, as they are being delayed, on route, due to more traffic being pushed further afield.

Although we are 3rd largest city in Scotland, we are a small city. The Harbour is basically in the Centre, so not much room for having the restrictions the council is planning. Businesses are suffering and I find, due to all these changes, my visits into town, either by bus or car, have greatly reduced from weekly to practically never.

Regards

Sent via BT Email App

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 06 November 2023 18:53
To: TrafficManagement
Subject: Bus Gates

Absolutely terrible, city centre is now a NO GO area not just for me but for everyone I know, we just don't bother going. Buses are just not an option for some, too expensive and unreliable. Who has time in a busy working day etc to get maybe 2 buses to get to your destination when car (that by the way we pay insurance, Road tax, and the initial cost of purchase) is so much more quicker and convenient, why would you leave it at your door and get on a dirty jerky bus. I'm totally convinced when I did have to use the bus a while back, it's where I caught Covid for the 1st.

Not that there is much to go into the city centre for anymore but these new bus gates are 100% killing it totally.

Why should the council make these decisions anyway, PUT IT TO THE ABERDEEN PEOPLE AS A PUBLIC VOTE, IT'S OUR CITY NOT JUST COUNCILLORS.....And while you're at it have a public vote for the ridiculous idea of pittodrie at the beach, another crazy notion. Aren't the ACC here to serve us

Also, what exactly is this Great Masterplan of the ACC? Is it to make Aberdeen to worst city in Scotland, if so, trust me, you're just about there

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 November 2023 16:51
To: TrafficManagement
Subject: Objection to the bus gate arrangement

Dear Sir/Madam,

I write to express my deep concern regarding the recent traffic management order in Aberdeen City Centre.

It seems the council's decision is causing significant self-inflicted harm to the city, discouraging visitors from nearby areas and diverting them to alternative shopping locations. If this initiative is driven by the misguided pursuit of additional traffic fines, it is achieving the opposite effect. The city centre is at risk of numerous business closures unless the council reconsiders its current approach.

Aberdeen is sadly transforming into a ghost town, with businesses experiencing a substantial decline following the scheme's implementation. The repercussions include a decline in business rates, profit taxes, and job opportunities, as retailers are forced to permanently shut down. This situation is not a mere exaggeration; it is a harsh reality that contradicts the city's purported goal of promoting and rejuvenating the longstanding issue of high street shop vacancies.

In an attempt to benefit a few bus lines and enhance traffic conditions, the council is inadvertently discouraging people from visiting Aberdeen. The city now appears desolate, and the consequences are alarming. Instead of attracting more visitors, the move seems to have created a scenario where buses occupy ample space with minimal ridership. A bustling street is a visible indicator of prosperity, and the current state of affairs paints a bleak picture.

It is disheartening to witness the council jeopardising the city's well-being for short-term gains. The current trajectory risks destroying the very essence that attracts people to Aberdeen, and the situation is dire.

I implore you to take swift action to rectify this situation and reconsider the impact of the traffic management order on the city's businesses and overall vibrancy.

Yours sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 November 2023 08:37
To: TrafficManagement
Subject: Objection to bus gates

Follow Up Flag: Follow up
Flag Status: Flagged

To whom this may concern,

I object to the new bus gates in the city centre. As a person who lives in the West End, it has become increasingly difficult to access the north of the city. Before covid, I could use Union street or Schoolhill now both those routes have been closed off. Why? The public doesn't want it. You're killing local businesses because people are put off coming into town- especially people from the shire. You're adding to pollution because people are taking more convoluted routes in an effort to avoid bus gates.

It seems that the council want to make driving as unpleasant as possible but many people who drive do not want to use buses. The cost of a bus ticket for an occasional user is extortionate. Buses are also unreliable.

The council is meant to serve its citizens yet all it seems to do is impose things that do not benefit the public or local businesses. Installing systems under an experimental traffic regulation order that you mean to make permanent is so sneaky. Many people just angrily accept it and don't even know about your poorly advertised consultation on the matter. When they do find out, many have so little faith in the council they don't see the point in doing the consultation anyway!

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 24 November 2023 14:17
To: TrafficManagement
Subject: Bus gates

I do not want bus gates in Aberdeen City Centre.
Bus gates are the final nail in the coffin for the city centre, as they are killing footfall and putting shoppers off visiting the city centre.

Regards,

[REDACTED]

[Sent from the all-new AOL app for iOS](#)

[REDACTED]

From:

Sent:

To:

[REDACTED] <[REDACTED]>
12 December 2023 20:52

TrafficManagement

Aberdeen dead not busy anymore with this line for the buss

[REDACTED]

From:

Sent:

To:

[REDACTED] <[REDACTED]>
12 December 2023 20:53

TrafficManagement

Aberdeen is nit busy anymore

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 December 2023 16:41
To: TrafficManagement
Subject: Aberdeen for the People, not for the Coach Company

Dear Sir/ Madam

After the Bus Gate was introduced, Aberdeen city centre became exceptionally quiet. There are no more traffic jams, and at the same time, there are far fewer people around walking and shopping, especially in the evening. I question what the motives and objectives of this move are. People would rather turn to other cities for their shopping and entertainment needs than visit the city after the Bus Gate kick-off. The council's action seems to be hurting the local businesses and thus the city's economy badly. If the purpose of having the Bus Gate is to make the street open up for all the coaches driving around in the city freely, I can't figure out why it would be imposed round the clock 24 hours, effectively blocking all private vehicles coming to the city even after all the buses are shut. That is absurd, to say the least. Please kindly uplift the restriction for the sake of the city's economy and the working people who may lose their jobs after the New Year in the midst of all of the other financial turmoil happening now, especially after Brexit, the Covid lockdown, and also the prevailing high interest rate that is affecting lots of households and businesses.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 December 2023 15:39
To: TrafficManagement
Subject: The future of Aberdeen's city centre

Hi

Kindly review the enclosed link to a video clip showcasing the current conditions in San Francisco. Aberdeen seems to be aligning with the depicted scenario in the video, where every restaurant is closed due to traffic restrictions in the area. It's disheartening to witness the city in such a state, and certainly not something we wish to emulate here.

Link to Video:
<https://www.youtube.com/watch?v=nrBqCwaFKjk>

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 04 January 2024 23:47
To: TrafficManagement
Subject: BUS GATES

Sirs,

I state at the outset that I live n Aberdeenshire. I am retired and a car owner and driver.

I have for some two years trained twice a week in Aberdeen in order to compete in National Competition.

In order to train I carry with me an amount of equipment that is both heavy and bulky to transport. I have timed training slots hence my determination to travel into town.

Your Bus Gate system left/leaves me baffled beyond reasoning.

As they were being introduced I trawled your website for information as to what a bus gate was, I foolishly expected to see a physical barrier of some description. I 'Googled' the term, I searched the Highway Code, nowhere was an explanation of a 'Bus Gate' nor what they are nor their possible impact on me to be found.

Signage and directions were put up around the City which were unclear and generally unhelpful.

The "City web-page" showed a map with overlapping coloured rectangles which resembled a venn diagram but gave little or no information to the ignorant on the new Bus Gates system.

I telephoned the Council offices and I emailed twice none of which earned me a response.

When I was inevitably 'caught' and threatened with a fine for driving according to the road signage I became serious about getting in touch and getting advice re the route to my destination.

It took nine phone calls and two emails.

It made me miss two weeks of training, the first time that I have done so since lockdown. As an aside not only does that hinder my progress but also prevents me from shopping in town which I tend to do to relax after a session.

I asked friends (11 different households) for advice on how I could travel to the Ship Row Car park and sadly for the City every single household shrugged and said 'We do not go into town any more as we have no idea how to avoid the Bus Gates'.

Two families said that they now made day trips to Dundee and two said that they were developing their trips north to see family so as to include shopping in Inverness, the remainder are developing the online shopping accounts.

Finally one Friday morning a member of your team returned my calls. I explained my dilemma and asked for advice on how to traverse the City on a fine free route, after a number of failed attempts they said that I would have to find a route as they were unable to!

Later that same day another colleague phoned me to say that they had heard my calls and would try to help. They also were unable to find a route BUT she promised to find a solution and get back to me the following week.

Her action resulted in a colleague phoning, being able to identify a route and also being able and willing to forward a map of the convoluted system to me that is relatively clear. (I have shared it with those 11 households). I am eternally grateful to him.

My views are these

Thank goodness for the one member of staff that seems to understand the system, train the remainder of your 'public facing colleagues' who are supposed to help the public so that they are familiar with the system and able to help the public.

These restrictions are a huge deterrent to people who live in the 'shire from traveling in to Aberdeen our bus timetables are quite restricted and park and ride is an insufficiently reliable time keeper to be able to rely on in order to keep timed appointments in Aberdeen

Explain clearly somewhere that a bus gate is a bus lane, and show the start of a bus gate area by painting a line designating the start as happens with bus lanes, put up no entry signs where private cars may not enter, display warning signs that state that a bus gate starts in a specific distance, 'Ahead' means nothing as these vague notices appear randomly all over the place including on routes out of the City for some inexplicable reason.

Make and widely display a CLEAR map showing the new lay out..

Considering the obviously adverse affect that they are having on a City that is already struggling, **DO AWAY WITH THEM AND WELCOME VISITORS INTO THE CITY.**

Sadly I have only managed to find one positive view and that was qualified by the person that gave it who said "Of course I live in the City centre and am to walk wherever I need and can drive directly out of the City away from them!

They are threatening, forbidding and confusing. They inhibit and are a huge deterrent to traveling to the City I would say that they have had a more negative influence on the perception of the City than anything else in the last twenty years.

Sadly perhaps profitable but at what cost?



[Redacted]

From: [Redacted] <[Redacted]>
Sent: 10 January 2024 00:09
To: [Redacted] TrafficManagement; [Redacted]
Subject: Re: Aberdeen Bus Gate / Union Terrace No Right Turn Experiment Objection

Dear Councillors,

I am writing to express my deepest disappointment around your inability to respond and acknowledge my below email regarding the Aberdeen Bus Gate / Union Terrace No Right Turn Experiment that Aberdeen City Council is undertaking.

It is clear from the articles in the P&J to the comments on Facebook, the public don't want the bus gates. The public want Aberdeen city centre to be vibrant and open to the public by car.

Aberdeen City Councils actions are having a negative effect on the city centre, just yesterday what was a vibrant butchers shop Haigs on Schoolhill closed down because they couldn't make any money to survive. Perhaps if you lot stopped working from home and got back into Marischal Collage (which I the taxpayer is paying for it to be lying empty), you and your staff would support those local businesses and allow them to thrive.

Let me remind you that it is my money that pays your salaries, you can at least have the decency to respond.

Kind regards,

[Redacted]

[Redacted]

[Redacted]

> On 12 Oct 2023, at 14:46, [Redacted] <[Redacted]> wrote:

>

> Dear Aberdeen City Council,

> Cc The 4 councillors of George Street / Harbour Ward

>

> I am writing to express my deepest objections to the bus gates / bus routes you have installed on Union Street, Market Street (including no right turn onto market street from Virginia Street), Guild Street, Broad Street, Bridge Street and also the absolute pointless no right turn at the end of Union Terrace. In addition I also have objections to all other bus gates in the city such as on the A96 at either side of Anderson Drive etc.

>

> As a resident of the city centre, car travel is a vital part of my life to allow me to get to and from work and business meetings.

>

> Your bus gates are driving people out of the city centre in favour of easier to get to shops in the likes of Westhill and Inverurie and must be abolished.

>

> Your bus gates on gild street make it impossible to reach the train station and you are forced to travel for many more miles than needed, and generate more emissions that are necessary.

>

> The no right turn at the end of Union Terrace was clearly an idea of someone who has never driven in Aberdeen. How are you supposed to drop someone at the theatre? How can you pick up your children from Robert Gordon's? The fact the traffic lights are designed in a way that means it makes no difference, this has clearly been installed purely has a money generating machine. You already charge absurd amounts of council tax on residents (I for example in a 1 bedroom flat have to pay an annual council tax charge equivalent of 6 months of mortgage payments, yet there is still pot holes right outside my property). Interestingly if you turn left at the end of Union Terrace, left into Skene Terrace, Right into Summer Street, Right into Skene Street, Right into Rosemount Viaduct this is legal yet a simple right turn is not.

>
> First Bus and the other so called operators of buses aren't reliable. The busses turn up late or not at all, there is no night busses, the service levels are infrequent and since the stupid SNP government decided that allowing children free bus travel was a brilliant idea they are full of antisocial intimidating teenagers who think they own the place. Why should these "bus operators" be rewarded with roads just for them along with huge amounts of tax payer subsidies?

>
> With the anticipated return of the Christmas markets what is this years "guess the legal way" to get to the carpark of Marischal Square on Flowernill Lane?

>
> I urge you to scrap all of these nonsense and ludicrous traffic restrictions as soon as possible before you ruin what is left in the city centre.

>
> I look forward to hearing from you,

>
> Kind Regards,

>
[Redacted signature block]

>
> [Redacted contact information]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 January 2024 20:05
To: TrafficManagement
Subject: Bus gate feedback

Hello, I have not found clear information about where I am allowed to drive in the city centre. I avoid the centre of town but this just means I am less likely to visit the shops and facilities there. I suspect this is the case for many and is damaging the businesses. It is harder to access bus and rail services. I think it needs to be better thought out and clearer signage provided. More information about alternative ways to access the city centre are needed if this new traffic order is to achieve its aim without putting people off visiting.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 January 2024 20:14
To: TrafficManagement
Subject: Aberdeen Bus Gates

Hello,

I saw in your facebook you were looking for feedback on the bus gates.

My opinion is that the bus gates are a nuisance, they are keeping people out of the city centre, they are putting people off coming into the city centre, they are causing traffic jams in other areas.

Aberdeen is not a huge city and needs these roads open to all traffic to keep traffic flowing.

Union street is a ghost town, you need to be encouraging people into the city centre and not putting people off coming into the city centre. Union street also needs to reopen to cars.

Bus gates to me are a complete waste of time and money. Surely your time and money would be better spent fixing the roads.

Kind regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 January 2024 21:39
To: TrafficManagement
Subject: Experimental Traffic Order/ Bus Gates in Aberdeen City Centre

Although I now live in Ellon I now avoid coming into Aberdeen for shopping of any kind thanks to the crazy changes to traffic schemes and the tax grabbing bus gates. I do come in for business but I will not meet anyone in the city centre and now suggest we meet in Westhill or in the outskirts so no occasional shopping when I am in Aberdeen.

I did no Christmas shopping in the city this past year for the same reasons but did go to Inverurie, Peterhead spending over £500.

I am an Aberdonian but the city planners/council have shut down Union St and city centre for commerce and I speak for many, many, more who have expressed the same views to me. Union St is empty of people and traffic, looks like a ghost town most times of the day with a poor standard of shops BECAUSE no one wants to go there anymore thanks to the idiots who planned these traffic changes.

[REDACTED]

[REDACTED]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 January 2024 22:03
To: TrafficManagement
Subject: Experimental bus gates

I hope my comments are taken into consideration but going by recent events I doubt my comments will make any difference but I still wish to make my opinion known.

City councillors have completely destroyed the heart of Aberdeen. We are not like any other city and have only one main road that should be open to all traffic. These bus gates are a joke and should be removed immediately. I cannot understand the thinking of these Councillors!. My city has turned into a wasteland with absolutely no reason to visit because of these people.

Completely and utterly disagree with bus gates

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED]
Sent: 10 January 2024 22:11
To: TrafficManagement
Subject: Bus gates objection

I want to make a formal objection.

Bus gates have killed the city.

Outrageous diversions increasing fuel and confusion and frustration.

Bus gates and union street needs to be opened up

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 January 2024 22:18
To: TrafficManagement
Subject: Bus Gate Feedback

I would just like to give my feedback on the bus gate trial. I am very passionate about Aberdeen city centre both with my hat of running a firm of commercial property advisors based in the city centre and also being founder of a hospitality business with venues across Aberdeen.

Having taken my time to form my views on the bus gate trial, I am not in favour of it. Whilst I appreciate the desire to improve bus reliability, the reality is that Aberdeen is a very car reliant city and sadly I don't know of anyone who has said that this experiment has led to them leaving their car at home and jumping on a bus in to town. Instead they have either just continued to drive in to town, or alternatively have just decided to do their shopping or go to lunch somewhere that is easier to get to / park.

I was very vocal in support of the previously proposed part pedestrianisation of Union Street which I am still in favour of. My issue with the bus gate is that whilst traffic is reduced on the roads, there is not going to be the opportunity to create attractive pedestrian friendly zones with public realm, pop ups etc as there is still buses going up and down streets - so the city centre just looks the same but is even more eerily quiet than before.

It is similar to what has happened with Schoolhill. Whilst I like the idea of it being pedestrianised, because of the temporary nature of the current arrangement, the streetscape has not improved at all and does not add in anyway to the aesthetic or vibrancy of the city centre. I would actually prefer it to be opened up again to cars as opposed to having a couple of temporary planters at either end.

I am all in favour of well planned out pedestrian friendly areas that improve the look of the city centre and increase vibrancy, but not in favour of just leaving the streets as they are but making them quieter by removing cars and restricting to buses only.

The ground floor occupiers of the properties in the city centre have had massive challenges due to internet shopping, Covid and increased home working. We are already seeing the bus gate initiative further negatively impacting on city centre trade, and at the same time boosting trade to the likes of Westhill, Inverurie, Dundee and out of town retail parks.

Happy to give me feedback in person if required.

Thanks

[REDACTED]

[REDACTED]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 January 2024 22:32
To: TrafficManagement
Subject: Bus gates

Hello

I wish to show my disagreement with the bus gates in Aberdeen

It's clear that the bus companies are the only ones who have gained anything from this "experiment" this has been made clear by the free travel they were able to give at the weekends in January. We can only assume it's fuel costs they have saved on as most of the buses don't run to capacity levels.

It's simple just get rid of the bus gates.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 January 2024 22:49
To: TrafficManagement
Subject: Bus lane

December last year had dental appointment in town we do not drive into the City of Aberdeen because of driving situation been created in the city centre we had been out of Aberdeen for a few months on holiday and not realised Bridge Street was a bus lane but once you are on the wrong bit of road you are fined . One mistake wrong lane and Motorists get fine nothing done for years about queues of cars going into Union Square stopping the flow of traffic especially the main Aberdeen Bus terminal you can meet traffic coming along the harbour .

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 07:20
To: TrafficManagement
Subject: Bus gates

Hello

I think the idea itself is good for the following reasons:

- what other major city can you drive down It's main High streets, there is no reason to be able to.
- it is a step closer to better pedestrian access

However there needs to be much clearer signage and road markings as it took me a while to understand it.

Thank you

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 07:21
To: TrafficManagement
Subject: Bus Gates in Aberdeen City

Good Morning,

I am writing to you in regards to the bus gates in Aberdeen city.

They are completely unnecessary and have not only caused a huge inconvenience to motorists but are killing the footfall as people do not want to drive in the city for fear of driving down the wrong street and being fined. Not to mention making driving about less accessible for disabled and elderly who rely on cars to get around. It also impacts on visitors to the city and gives the wrong impression of Aberdeen.

I really hope they will be removed in the very near future.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 07:41
To: TrafficManagement
Subject: Bus Gates

These bus gates are having a huge detrimental effect on the local businesses. People from outside the city are just not visiting the city centre due to the “hidden traps” almost everywhere you go. It’s not just the issue when you come across a bus gate by mistake it’s getting out of the area without being Trapped by another one. Really between this bus gates and the new low emissions zones you really couldn’t do a better job of destroying the city centre if you tried.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 08:27
To: TrafficManagement
Subject: Bus Gates

These bus gates are having a huge detrimental effect on the local businesses. People from outside the city are just not visiting the city centre due to the “hidden traps” almost everywhere you go. It’s not just the issue when you come across a bus gate by mistake it’s getting out of the area without being Trapped by another one. Really between this bus gates and the new low emissions zones you really couldn’t do a better job of destroying the city centre if you tried.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 08:31
To: TrafficManagement
Subject: Bus Gates

Good Morning,

I would like to express my thoughts on the experimental traffic order/ Bus gates.

Since they have been in place, footfall has decreased around the city centre.... Haigs, was the latest yesterday to close its doors, and there are many many more about to – if people cant get into town, businesses will close. Its quite simple. So much for the re-generation of Union street, more like the death of Union street.

Customers are reluctant to travel into town now in the fear they get a fine for travelling somewhere they shouldn't – its just pushing everyone to buy online – if they do come into town, its taking them twice as long to get to where they are going, using more fuel creating more emissions – which is why the LEZ are coming into effect.....again pretty pointless due to the Harbour being so close to the centre as once one of these boats start up the emissions they create are far more than any car in a year would!!!

Can you confirm that more people are travelling by bus? Are buses now travelling on time?

I would really hope that you reconsider and cancel the bus gates and allow customers to travel back into the centre again before its too late for Union street and the local businesses.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 12:59
To: TrafficManagement
Subject: Traffic Management Experimental Order

I should make it clear that I fully support efforts to reduce traffic volumes across Aberdeen, and this extends to the experimental approach currently adopted by the Council.

My problem lies with the inept way in which experimental interventions are being implemented, particularly the traffic signs put in place :

- 1) Signs do not always give drivers prior warning, early enough to allow drivers to position themselves appropriately before reaching the restricted area.
- 2) Signs are often contradictory e.g. Notices of restriction are often positioned alongside notices directing drivers to various destinations, only through the restricted area. Alternative, restriction free routes are not provided.
- 3) In the case of road works or other temporary conditions, road signs which take account of experimental restrictions, are not always provided.

These faults cause unnecessary upset and financial costs to drivers and as a supporter of traffic reduction measures, they create two major problems:

- a) Opposition and hostility towards the aims of the experiments are provoked unnecessarily.
- b) Information and statistics about the outcomes of the experiments become inaccurate and unreliable.

Thank you for this opportunity to contribute to the evaluation of the experiments

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 13:18
To: TrafficManagement
Subject: Feedback on Bus Gates and Experimental Traffic Order

Having had the miss fortune of travelling around our City recently I feel compelled to note the following comments in relation to feedback sought for the 'Experimental' Traffic Order / Bus Gates.

As with all experiments, the reality of the outcome is often lost in the desires of the experimenter to see a certain outcome. Whether you like it, agree with it, or not your experiment has been a failure.

You the City Council, should be trying to drive the economic growth of our city. Afterall that economic growth will be needed to secure the financial security of all of our citizens for decades to come.

Having a handful of quicker bus times, benefitting only the privately owned bus companies, should not outweigh the economic damage that is being done in our city centre by your actions. We as a city should be doing all we can to encourage all shoppers and visitors into our city centre, by whatever means they chose to arrive. Your focus is entirely on ensuring that those who chose to arrive by private vehicle to have as difficult a time as possible to try, by mere inconvenience, to force people onto busses.

The simple fact is that the vast majority of the citizens of our City, who you the officers should be serving, feel our city centre is failing. This has been the case for some time sadly. However your experiment has only succeeded in making this worse. Only this week another local business (Haigs) has failed due to lack of footfall. By ensuring that motorists prefer to travel to out of town centre retail parks, or to peripheral towns you are removing the most important of all things to our retailers, footfall.

The traffic flows of all citizens should be considered, irrespective of how they wish to travel.

I think removal of cars from Union Street between Market Street and Union Terrace is a good thing, if the Council follows this up and helps improve the retail experience in that area, thereby attracting new businesses. As it stands, it is simply a lower traffic walk past empty shops, vape shops, bookies and fast food venues.

The 'no right turn' from Union Terrace towards Schoolhill makes no sense and only serves to put more traffic past Skene Street primary school. This is only to the detriment of the safety of young children School and is reason not to go to the Bon Accord Centre as you are inhibiting its access and therefore footfall.

I am all for the LEZ to improve air quality in our city centre and would make the regulations even more stringent that are being proposed. But I am most certainly not in favour of most of the bus gates which are strangling the flows of traffic through our once great city.

I would urge the City Council's economic development department to look at this urgently because the City Council's anti-car agenda is killing our town centre and once the lights go out, it will be very difficult to get them back on.

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 15:12
To: TrafficManagement
Subject: Awful policies

I am writing this in response to your consultation.
On the rare occasion I now venture into town from westhill due to your destructive policies on road transport, I had decided to take my other half to a comedy night on Saturday and ended up with the suspension on my car damaged (broken Spring) thanks to the disgraceful state of the roads, if you were to spend the money on keeping the road surfaces in a serviceable condition rather than wasting it on bus gates and pointless ULEZ vanity projects the whole of Aberdeen and surrounding areas would be better off.
I don't know how can you can charge business rates when you seem determined to shut down what remaining businesses are left in the once vibrant city centre, the whole of your policies are flawed to a criminally negligent level and appear to be based on policies from down south that do not in any way reflect the topography of the local area.

[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 16:20
To: TrafficManagement

Well what can I say !!!

City councillors have ruined the city centre with all these bus gates, pedestrian areas for cafes that we don't have the weather to sit outside.

Open the city up to all traffic (you have bus lanes) Union Street is the main thoroughfare through this city for getting from A to B, we are not a big city like Glasgow or Edinburgh, so Why have we to take detours to get from one end to the other.

Have any of you lot ever driven through the town and actually seen the shambles that you have made of Union St, Schoolhill, Guild St etc etc you are on the right track to Aberdeen becoming a ghost town.

Be known for improving the city, not ruining it !!!

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 11 January 2024 16:40
To: TrafficManagement
Subject: Bus Gates

The new bus gates are an unmitigated disaster for Aberdeen City centre. They are a major disincentive to those wishing to come to the city centre and will result in further loss of business to the few shops that remain.

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 20:38
To: TrafficManagement
Subject: Bus gates

Good evening.

I believe this is the email to contact to provide comments on the bus gates.

In my opinion they are killing the city centre & making more & more people either shop online or visit other towns & cities. The small businesses in Aberdeen are already struggling due to the impact of covid & people continuing to work from home so the council needs to encourage people back into the city, not drive them away.

Aberdeen should be a welcoming place for those from Aberdeenshire too, not just those that live on bus routes in the city itself. The provision of buses for the shire is patchy at best so people have no option but to use their cars & need to feel confident they're not going to get fined trying to navigate around the city. I live to the south of Aberdeen & the bus gates & no right turn at the theatre means I only go as far as Union Square now. I can't imagine how confusing the layout is for those that don't visit the city regularly.

Please reconsider these for the sake of the future of Aberdeen

Regards

A very concerned citizen of Aberdeenshire

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 11 January 2024 23:27
To: TrafficManagement
Subject: Aberdeen traffic management.

Dear Sir/ Madam

I am writing to express my deep concern and disagreement with the implementation of the Aberdeen City Bus Gates and Traffic Management Program. While the initiative may have had noble intentions, its impact on the city has been far from positive.

Firstly, the bus gates have created unnecessary bottlenecks and congestion, exacerbating the existing traffic issues rather than alleviating them. The supposed improvement in public transportation efficiency is overshadowed by the negative repercussions for overall traffic flow.

Furthermore, the rigid nature of the program fails to account for the diverse needs of the city's residents and businesses. Local businesses are suffering as a result of decreased accessibility, and the overall vibrancy of Aberdeen is being stifled. The lack of flexibility in the traffic management program is detrimental to the city's economic and social well-being.

Moreover, the implementation of the program seems to have been hasty, with inadequate consideration given to alternative solutions and community feedback. A more collaborative and inclusive approach would have allowed for a comprehensive understanding of the city's unique challenges and a more effective traffic management strategy.

In conclusion, I urge you to reconsider the current Bus Gates and Traffic Management Program in Aberdeen. It is crucial to strike a balance between public transportation improvements and the overall health of the city. A reassessment and open dialogue with the community will be instrumental in devising a more effective and sustainable solution.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 10:51
To: TrafficManagement
Subject: Bus gate feedback

Good morning,

I wish to provide feedback in relation to the newly formed bus gates.

I appreciate that many will remain unhappy with the overall lack of access to the city centre, for the most part I wholly agree that in the current landscape, such restrictions only make things worse for the city.

The constrictive feedback I wish to provide relates solely to the bus gate traveling from Bridge Street into Wapping Street.

The main access points for this gate, is namely

1. Travelling to Denburn - away from centre
2. Travelling to Trinity car park - benefitting shoppers
3. Travelling to South college Street - away from the city centre

If coming from South college Street, or denburn, there is no such restrictions - meaning there is limited benefit to having a gate causing restrictions, leaving traffic to filter to side streets causing more congestion.

I understand not permitting traffic to return to bridge Street following looping around - but restricting traffic moving away from the centre or shopping centre literally is a restriction for restrictions sake.

Kind regards

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 13:04
To: TrafficManagement
Subject: Experimental Traffic Order/ Bus Gates

Good afternoon,

I saw on social media that you were looking for feedback on how the Bus Gates have affected the public and gave this email address for comments.
Please let me know if there is another means/ formal survey for feedback.

I feel the Bus Gates have contributed to traffic congestion in Aberdeen and have discouraged the public from coming into/ shopping in the city centre because of the convoluted routes that have to be navigated.
Realistically, cars (whether Fuel or EV) will continue to be the preferred mode of transport in Aberdeen because of our climate and varying practicalities. I think that we should open up more free flowing access to cars in the centre, whilst at the same time encouraging the equal use of public transport, cycles and walking as options when it suits. I would walk everywhere I could, but need the car to transport shopping/ work stuff etc. as I physically would be unable to carry it, even on a bus.
I shop every weekend in our city centre and, because I have found it difficult to navigate the Bus Gates, it has discouraged me from going to specific areas/ shops.

I have heard so many people complain of the Bus Gates and the confusion or frustration coming into the city centre, that many have resorted to shopping in satellite towns – Westhill, Inverurie etc. These are people who live in Aberdeen. Let's not make the suggested multi modal corridors to these towns a faster route for people to avoid our city centre!
Our city centre needs support right now and I think the Bus Gate have been detrimental to our economy. We should be encouraging as many people as possible to come and shop/ eat/ visit our city centre. Removing the Bus Gates would make it far easier to come into town and hopefully encourage people back to our high street. I also think there is a possibility that we could revive more life (and discourage anti-social behaviour) into the lower section of Union Street if it were reopened to cars.

I live in Aberdeen and am supportive of creating a cleaner, greener environment for our city, but not at the cost of bankrupting it. All we can see is that the congestion has shifted to the periphery of the centre and I don't see that the Bus Gates have been a benefit for the majority of the public.
There has to be a balance between creating a cleaner environment and sustaining our city centre and businesses.

I hope that helps but please do let me know if there is a more formal route to express my views.

Best Regards

[REDACTED]

[REDACTED]

T.
F.
E.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 13:36
To: TrafficManagement
Subject: ETRO2 Objection

Dear Sirs,

I wish to register my dissatisfaction at the disregard for a cohesive approach that supports the non-office based (ie. retail) business in Aberdeen. It seems like the focus is completely on getting the people into Aberdeen City Centre with no regard to how retail customers are supposed to easily get around when they get there. To makes things worse, premature road closure has plagued Upperkirkgate/Schoolhill since before lockdown with no consideration being given to the loss in turnover that such closure causes - this includes the demolition of St Nicholas House, the building of Marischal Square, the Christmas Village and now ETRO2. Glib responses I have had over the years from councillors etc include “ah but you will benefit once it is all finished” and the like, but the reality is that if you lose a sale due to any reason (in this case poor access) you NEVER get that back. There was and is NEVER any recognition of what these closures do to retail, merely an attitude that we are made of money and can afford it – we cant! Nobody takes a cut in salary without feeling it and in the current financial climate that is even more acute, so how does government, local or national think that cutting our footfall is ‘affordable’ to us?

Further disincentive to customers are:

- The costs of car[arks when they get there – these costs should also be squeezed.
- The routes into town and signposting in general are nearly always signposted at a low level giving too short a time to read their contents (eg. Which lane to be in etc). More thought should be given to make these signs larger and at higher levels, giving drivers and passengers time to read them.
- Insufficient promotion about how to get around Aberdeen once they get there.
- Cycle lanes at the moment are, or are quickly becoming unsafe due to disrepair on the main trunk roads into the city forcing cyclists to cycle outwith the lanes and causing vehicular traffic (bus, or car) to be held up, swerve into oncoming traffic etc.

I think a positive step would be to (re-)instate a hop on-hop off shuttle service that joins up ALL of the retail quarters making it easy for customers to get where they need to go, especially given that the aim of the traffic management plans is to stop cross city car movement?

I am happy to discuss this further if required.

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 14:33
To: TrafficManagement
Subject: Bus Gates

Dear City Council

The new bus gate system is without doubt having a detrimental effect on footfall in the city centre. The lack of clear communication has put a large number of people off coming into town. The bus system is not nearly extended enough, reliable or cheap enough that people will use it instead. By comparison buses in Edinburgh are much more often, a wider network and economic. As a result people are not coming to the city centre.

The bus gate on guild street is a separate issue which makes travelling from the west end to sports facilities and recreation at the beach much more difficult and traffic on roads such as carden place and market street much more congested. My journey times and mileage have increased which is neither environmentally or economically positive.

Kind regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 14:42
To: TrafficManagement
Subject: Bus gates

I'm writing to give my feedback on the current bus gates in Aberdeen. Having worked in the city centre from the age of 18 I travelled by bus daily and would use my car at the weekend. I unfortunately was made redundant from John Lewis as footfall and sales decreased. These new bus gates are now putting people off coming near Aberdeen. I now shop in retail parks on the outskirts as the bus is no quicker and so confusing for all ages. Your killing our city centre and all the small retailers are suffering. I hope this feedback makes some difference to the future of Aberdeen.

Kind regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 14:53
To: TrafficManagement
Subject: Traffic order complaints

Hi,

Saw a post on Facebook asking to voice concerns over the experimental traffic order/bus gates.

As someone who lives in the city centre and regularly uses buses and drives a car around the city I'd like to voice my concerns.

There is no doubt that closing Union Street to traffic has affected the businesses and driven people out of the city centre. Getting anywhere around the area is shambolic.

Pushing traffic round different parts of the city causing gridlocks and causes us to use more fuel. I have to drive round the city to get to the other side of town. If I take a bus you have to walk further to get to your destination. Fine for me but perhaps not for those who struggle with walking.

As someone who likes to support local and who spends money in the city centre nearly every weekend I fear the lack of footfall is going to make it a ghost town. We could make the city easily accessible and pedestrianize areas without having to push businesses and customers out.

[REDACTED]

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Internal - General Use

From:
Sent:
To:

[REDACTED] <[REDACTED]>
12 January 2024 14:59
TrafficManagement

Bus gates in Aberdeen City centre are an absolute nightmare. Previously easy access to shopping centres or just travel through the centre to a specific place have become longer and more difficult, sometimes having to go way out of your way to get there. I know people who have stopped going in to the city at all because they can't cope with the changes. The Harbour area and Riverside drive have become a traffic shambles because of the enforcement for all traffic having to go that way now instead of some going up Guild Street. I myself only go into the centre of town when I absolutely have to. This is killing retail and leisure and is in my mind just a cash cow for the council with fines. In affect the council are destroying the city.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 15:16
To: TrafficManagement
Subject: Bus gates Aberdeen

You are strangulating the city. You want the public opinion and you will get it. It's a joke, an absolute disgrace and will be the death of Aberdeen. I have many friends who already travel to Dundee, Edinburgh and Glasgow for shopping, 2 hours away is no distance at all, it will be the ruination of Aberdeen.

Union street has become junkie and down and out paradise, full of undesirables and it feels unsafe even during the day.

Put your money where your mouth is and start regenerating our city or it will become a laughing stock. The once rich oil capital is doomed.

Don't you understand - nobody uses the buses, they are not viable, are over priced and unreliable therefore everyone just uses their cars anyway.

Need to move with the times and this for me is going backwards.

Think deep councillors

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 15:16
To: TrafficManagement
Subject: Bus gates/New city Road layouts

People are already actively avoiding the city centre due to high parking charges and the recently introduced bus gates. Continuing with bus gates , changes to road layouts and introduction of fines in the LEZ will be the final nail in the coffin of an already dying city centre. At a time when Aberdeen City Council should be actively trying to encourage people into the center with incentives like free/cheap parking it seems they are actively trying to discourage people to visit the city centre by making navigating the city nearly impossible. Its easier and cheaper for many to travel to Dundee for shopping/day out. In addition to all the proposed cuts that was published yesterday, a once thriving and vibrant city is fast becoming a ghost town. I would hope the Council would consider at least revoking thr bus gates and new road layouts to help prevent more people avoiding the city centre.
Best regards, [REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 15:32
To: TrafficManagement
Subject: Feedback on experimental bus gates

Dear Sir/Madam

I am a driver and live in Bridge of Don. My views on the bus gates are that it has killed off the flow of the city and has damaged it. I would ask that the bus gates are stopped and the roads to revert to a free layout.

Personally I would think twice of driving anywhere near the area, which is of a common thought of friends etc. If it is off putting to a local resident, then how must a visitor be to the city?

It is killing the footfall of the shops and restaurants in the city centre. Surely this is evident?

Yours faithfully

[REDACTED]

Get [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 16:01
To: TrafficManagement
Subject: Bus gates

Hello,

I would like to give feedback re the bus gates. I am actively avoiding the city centre and specifically the union square area since the introduction of the bus gates. The route I have taken for at least a decade to park in union square is no longer possible due to the bus gates. This is impacting on my decisions about shopping and also if dropping off/ picking up for bus/ train travel.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 15:24
To: TrafficManagement
Subject: Complaint about bussgate

I wish to complain about the bussgates. They are forcing traffic onto residential streets that are not fit to cope with it.

They are also causing me several, long, unnecessary detours. These detours add time to my day and greatly increase my fuel consumption. This is harming the planet rather than helping save it.

These temporary gates need removed now.

The bus companies are private entities and I should not have to pay for more fuel just to make them more profits.

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 16:15
To: TrafficManagement
Subject: Experimental Bus Lanes...

To whom it may concern

I have just read an article that indicated there had been little negative feedback to the experimental bus lanes. I hope experimental is the correct word and that very soon they will be no longer.

They are badly signposted and mark and extremely easy to enter without even knowing you are in them. It almost feels like they were planted to create a pot of money.

Living in the Shire and due to the hours and nature of my work. I have no option but to drive into the City and these lanes add an extra 10 minutes and mileage to my journey.

For leisure I try to avoid the City as much as I can, well done for destroying it.

Thanks

[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 16:42
To: TrafficManagement
Subject: Bus Gates

Hi,

Just a quick email to voice my opinion on the new bus gates in the city. Personally I feel you have killed the town centre. Everybody I talk to now says they avoid coming into town because it is so confusing where you can & can't go. You are supposed to be making the city centre better not worse. I feel you care more about meeting environmental targets rather than the city itself and its businesses.

Regards,

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 17:15
To: TrafficManagement
Subject: Fw: Aberdeen City - bus gates

To Whom It May Concern

Please restore Aberdeen City roads back to normal and remove the bus gates, I have absolutely no desire to go back into town again, it's a nightmare even trying to figure out what roads we can or cannot use.

My elderly father is so confused, he accidentally drove through a bus gate, he is not on social media and was not aware of all the changes and which roads were affected. I now do all my shopping online or drive to Westhill and Bridge of Don shops, and feel so sorry for the local City businesses as I would rather spend my money locally, but point blank refuse to drive into town now. I used the bus last weekend, as they were offering free transport, but due to the freezing weather and having Raynaud's syndrome I am reluctant to stand in the cold, and they charge ridiculous fee's for short journeys compared to major cities around the UK. By now I am pretty sure all the major shops & centres are complaining to you, so before we lose any more decent shops and Aberdeen becomes a ghost town, please admit defeat and restore the roads!

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 17:20
To: TrafficManagement
Subject: Bus gate experiment

I understand that you have not received a lot of response from the above, possibly because the citizens of Aberdeen are unaware of the consultation. Please read social media and you will see that thousands of people avoid the city centre now because of these measures - you must have your heads in the sand if you aren't aware of the outrage More business closing due to lack of footfall - just this week Haigs closed their doors for good. If you want to reinvigorate the city centre, stopping it being accessible to drivers is not the way forward, we will not be taking to bicycles or buses - we will simply travel to Inverurie or Westhill! Please rethink these decisions.

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 17:25
To: TrafficManagement
Subject: Bus gates

To whom it may concern,

I object to the bus gates. They make it more difficult to shop in Aberdeen centre.

I don't bother shopping in the centre anymore.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 17:27
To: TrafficManagement
Subject: Aberdeen city and TECA bus gates

To whom it may concern.

I'm writing to stress my complete disappointment in Aberdeen City Council decision to introduce bus gates.

I feel Aberdeen is not a big enough city to warrant this. I'm also a resident of Kingswells and have no choice but to drive as there is no bus service at weekends or evenings.

I would rather avoid Aberdeen city centre now due to these bus gates as in all honesty I've no idea where they actually are and the signage for them is very poor. I've already incurred 2 x fees in Market Street as didn't even notice the sign and also 1 x fee for Teca area.

It's pure greed from the council when we pay a large amount in council tax as it is.

The councillors/decision makers are going to make Union Street a ghost town with only beggars and undesirable loiters remaining which is unfortunate for many businesses.

Yours sincerely

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 17:37
To: TrafficManagement
Subject: Bus Gates Consultation Feedback

Hi

Please review the access to the city centre!! The traffic measures are making it impossible to access the city centre & putting everyone off travelling in!!

It's madness doing this until the city gets back to normal.

[REDACTED]

From: [REDACTED]
Sent: 12 January 2024 17:53
To: TrafficManagement
Subject: Bus Gates

I refer to the implementation of bus gates in Aberdeen City and wish raise my concerns as to the impact on the retail and hospitality industry in the city centre.
Having been a resident of both the city and the shire for over 40 years I am absolutely devastated by the lack of vibrance and shopping opportunities caused by the lack of footfall in the area.
The restrictions caused by the bus gates has enforced people to think twice about travelling to the city centre due to the complications of getting from A to B.
Having recently visited Dundee we found the whole infrastructure much easier to manoeuvre and the city centre has a great buzz with lots of shops and eateries welcoming people in.
I am very sad to say that a once a day out in the Toon was a welcome and exciting opportunity is now a sad and very depressing chore.
I really feel for the local shop owners and we are seeing businesses closing every day due to lack of customers.
Aberdeen city council seriously need to reconsider their decision and allow the town to try and return to some sort of normality what ever that would be.
We are slowly becoming a city that no one wants to visit sadly.
Regards
[REDACTED]

[Sent from the all-new AOL app for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 18:08
To: TrafficManagement
Subject: Complaint about bus gates

Dear Traffic management team,

As an employee of ACC I do try to see the rationale of decisions and be supportive where I can. However, the implementation of the bus gates has been, in my opinion, disastrous. It causes stress, inconvenience and to be honest can only increase pollution from those cars that do need to take these journeys. We live in the south of the city so the arrangement at guild st and the harbour area is particularly difficult to negotiate.

I even try to avoid driving the work van in case I accidentally encounter a gate.

There appears to be little rationale for the no right turn from Union terrace and again just adds distance to the journey to park at, say the Bon accord centre. Most drivers appear to just ignore it?

These decisions fly in the face of any effort to rejuvenate the city centre with so many businesses struggling at the moment.

I drive an electric car, so doing a little to support sustainable transport but the bus gates appear utterly unsupportable. Please, please, remove them.

Thank you

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 18:09
To: TrafficManagement
Subject: Bus gates

As an elderly lady I find the bus gates a disgrace. It leaves me no option but to never come into town How on earth are you going to revive the city centre with this meaningless strategy [REDACTED] Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 18:29
To: TrafficManagement
Subject: Bus Gates Consultation

Good Evening,

I can see that your consultation for the bus gates is due to end on the 23rd of January.

I would like to say that I believe that the bus gates are having a detrimental effect to local businesses and the city centre as a whole.

Before the bus gates, I would go in town at least once a week and often take my elderly granda who has mobility issues however since the bus gates have been in place, we are unable to travel to do this as he is unable to walk this far.

The price of getting a bus into the city centre is also too high which is also putting people off.

As seen with Haigs closing down, a business that's been in the city for over 20 years and other businesses such as Red Robin Records, Annie Mos to name a few struggling with the lack of footfall, I fear things are going to get worse.

Aberdeen has SO much potential as a city but it is DYING as people can't get into the city centre without fearing of getting bus lane fines.

The lack of footfall has also increased the amount of anti social behaviour in the city centre with people openly drinking on union street, in front of the st nicholas centre and castlegate. Again, this is putting people off as you are getting abuse shouted at you for no reason. There is not enough community officers going round like there was before, I understand this isn't the traffic departments issue but it is a knock of effect of the bus gates.

I really hope something can be done to improve Aberdeen, it's a beautiful city with so many great local businesses but I fear people will begin pulling their investments out of the city and to elsewhere if things don't change rapidly.

Please let me know if you need any further information.

Kind Regards,

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 18:33
To: TrafficManagement
Subject: Aberdeen City Road closures/bus gates

To whom it may concern,

I am writing to express my concern with regards to the new road layout in Aberdeen City centre, along with the appalling lack of shopping facilities, and ridiculously expensive public transport.

Having spent time in other cities across the UK, and abroad, I feel the city centre is becoming a no-go zone, with very little to entice me to visit.

The road layout is confusing at best, and public transport options are way too expensive and unreliable.

I urge the council to pay heed to the thousands of complaints (on social media) and consider the importance of listening to the public which they serve.

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 18:41
To: TrafficManagement
Subject: Bus Gates, City Centre

Good afternoon,

In response to your consultation regarding the city centre bus gates, as a business in the area, who delivers throughout Aberdeen, I must make the impact of these bus gates on my business clear.

The cost of time and emissions added to get from A to B within the city centre and surrounding areas has more than doubled. This, in turn, has increased the level of pollution within the city centre. Moving the pollution from one street to another is not reducing the pollution levels. The increase in travel time and having to wait in traffic queues for lengthy periods has had the opposite effect. The footfall in the city centre has dropped dramatically. While the blame for this is not wholly on the bus gates, the confusion the bus gates have caused is stopping people from coming in to town. As a wholesale supplier, this has had a knock on effect to my business, as shops do not need the same volume of stock.

Many businesses in the city centre are being lost due to high rates, lack of footfall and online shopping. ACC should be concentrating on increasing the footfall to help businesses survive, not making it more difficult. The Union Street regeneration project should not be halted, to encourage well known stores to return to Aberdeen, rather than cheap / vape shops in this once beautiful street. This is what the citizens of Aberdeen want, and it is time for ACC to actually listen.

Regards

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 19:34
To: TrafficManagement
Subject: Bus Gate objections

To whom it may concern

It would've be good to be able to find the place to object. It's the first I've heard about being able to comment on the bus gates and what they've done to our city centre.

Everyone I know has basically stopped coming into town now. Apart from the difficulties in getting from A to B now, you just end up getting caught in what used to be mainly free flowing traffic, but what is now small roads blocked with traffic all trying to negotiate the same nightmare. Result? More pollution in smaller roads and residential areas. Also as the boats in the harbour are still contributing to our air quality, I'm pretty sure I read somewhere recently that the pollution in Union St was still above what it was supposed to be. Not sure if the railway station also contributes too 🙄

I'm also pretty sure we have lost more shops due to this and will continue to do so unless footfall increases. That won't happen with the situation as it is. People don't just come into town for a pedestrianised area and 'coffee culture' . We used to come in and meet friends, go round the shops, have a coffee/ lunch, go round more shops etc. In other words, spend time and money and contribute to the economy.

Having said all that, what's the point of saying all this?? The council refuses to actually listen, accept what people are saying, and admit they've actually maybe got it wrong! The fact that I can't share this (I also went on the Shop Aberdeen page for the original post and couldn't find it) and haven't actually seen it anywhere else (maybe just unlucky in what appears on my timeline) and the fact that it's only on social media which excludes a huge percentage of our population, seems to pay lip service to actually wanting opinions. They can turn round and say only a handful of people gave their opinion. Am I a 'moaner'? You bet I am and proud to be standing up for what I believe. This city has been systematically killed off by rules and regulations designed to do one thing but which have achieved the complete opposite and if the powers that be refuse to listen to reason them more fool them.

Kind regards

[REDACTED]

This email is intended for the named recipient only. If you have received it by mistake, please (i) contact the sender by email reply; (ii) delete the email from your system; . and (iii) do not copy the email or disclose its contents to anyone.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 19:24
To: TrafficManagement
Subject: Traffic management plan

Well that's a disaster, you have finally killed the city centre. No one now visits union street .
Successful in closing down all the stores and driving small businesses out ... the only area of union street still with
some life in it ? Yes you guessed the holburn to rose street area where cars are still allowed And no bus gates
.....Tells you a story .

Councillors and planners out of touch with the people and what the needs are of those that elected them.

Your legacy will be to turn our proud city in to a paradise of empty retail , gambling and charity shops...oh and strip
clubs.

Try walking union street and count them ...A big round of applause to Aberdeen city council (and after 20 years
working there) known for its corruption, no control of budgets , lying directors and wastage of public money ... and
cover ups ... example - managers buying private flats in known regeneration areas to benefit from council grants
biggest scandal ever covered up .
Looking forward to my first bus gate or LEZ fine . Thank you

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 20:11
To: TrafficManagement
Subject: Bus gates

Please take this email as our objection to the bus gates.

It is totally ridiculous and creates more pollution by tripling everyone's journey. As for traffic calming measures that's an absolute joke-traffic congestion caused by the gates are a nightmare.

Aberdeen does not have the transport links or alternatives routes to put this measure in place successfully.

As a council you should have the city of Aberdeen at your heart and you are killing it. The town centre is a disgrace and the bus gates are the final nail in the coffin of Aberdeen.

Everyone now avoids the town like the plague and the few shops that are left won't survive much longer. The likes of Inverurie has a more buoyant shopping thoroughfare than Aberdeen.

You should be encouraging people into town not the other way round.

It's an absolute disgrace and I question those who even considered this as an option.

Aberdeen is becoming a ghost town and the only people you seem to cater to is the junkies .

From once a booming prosperous city to a dilapidated, depressing, junkie infested tip.

You should be ashamed of how bad our once beautiful city has become.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 20:25
To: TrafficManagement
Subject: City Centre Experimental Traffic Order

I want to register my objection to the continuation of the above order.

The introduction of the multiple measures has caused so much confusion with the public that it is dissuading people from travelling into Aberdeen city centre and is damaging local businesses. The decline in the city centre and changes accelerated by COVID mean that congestion is no longer a problem. Introducing traffic reduction measures is, in my opinion, mostly unnecessary.

I support the restrictions on Guild Street. Reducing traffic here should improve egress for buses and make it easier for pedestrians to travel between Union Square and the Green.

I agree with the restrictions on Union Street between Bridge Street and Market Street (even though I don't think that they are part of this order.)

Market Street (and associated Union Street), and Bridge Street bus gates should be removed. Restriction on turning right from Union Terrace onto Rosemount Viaduct should be removed.

We should change the policy for bus gate fines to encourage compliance and avoid the deterrent impact on potential visitors. Local people will get used of the routes and restrictions. Visitors are much more likely to make a mistake - maybe more than once on the same day! We should consider issuing warnings for these people and only impose fines for mistakes made after that.

Inadequate communication ahead of the bus gates was, in my view, a key factor in the negativity they seemed to stimulate.

Putting a single map with multiple car parks on the ACC website after the gates were in place is not enough. We need multiple-channel, repetitive, insistent communication to demonstrate that all car parks are accessible and the cars are part of the city centre transport mix - even as we try to encourage a modal shift. This needs to include videos, animations, illustrations and be available on all the most popular platforms.

I respect the consultation process and understand that my opinions carry no more, or less, weight than only one else's. Thank you for taking the time to listen.

[REDACTED]

Sent from my iPad

[REDACTED]

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 12 January 2024 20:13
To: TrafficManagement
Subject: Bus lane feedback

The small bus lane on the lower section of Bridge street for turning left to head down to guild street service no real purpose for buses and restricted drivers trying to navigate around the complicated system that has introduced. I think you refer to this area as “ southbound carriageway of bridge street, between its junctions with Bath street and walking street.

I would also like to point out the extreme traffic build up at the beach boulevard retail park caused by the one way system introduced along the beach front which is never used by cyclists as they cycle along the beach front. Example of the chaos it causes, on Bon fire night it took 2 hours to exit the car park from the retail park causing anger for drivers and potential road rage due to lack of alternative routes. If this cannot be removed there should be allowance to use the beach front to head north bound on nights with events.

Regards

[Redacted]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 20:51
To: TrafficManagement
Subject: Bus gate feedback

As someone who lives south of the city now and, realistically, only commutes in for work purposes, I would say the current position is simply driving more and more people away, not encouraging them in - you appear to have some ridiculously placed bus gates, plus what seems like ongoing and unnecessary road restrictions popping up all over the place. Combine that with excessively high car parking charges, not to mention unreliable and expensive public transport (from personal and regular experience) which does not promote leaving your car at home either. The final nail in the coffin is the shocking overall state of the city centre itself and also its main roads (eg Union Street, Bridge Street, George Street etc), mixed with the high volume of empty buildings and shop units (some in a very poor and dilapidated condition) which have also resulted in dwindling and limited shopping/retail options - personally, for me and my family, there is no longer any incentive to visit Aberdeen during weekends and leisure time...a very sad state of affairs when the Aberdeen area has been part of my "home" for over 50 years - not the city it once was 😞

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 21:22
To: TrafficManagement
Subject: Traffic management

Dear sir/madam,

I am writing to express my opinions on the traffic measures put in place within Aberdeen.

Residing in Inverurie this seems, in my opinion, to have caused the most disruption.

Although the train is an option, unfortunately this isn't always possible. I am sure I am not alone in visiting union square whilst coming in for appointments elsewhere in the city/going to other shops -beach/costco. Therefore a car is often required.

I appreciate that there was certainly a bottle neck in front of union square, however residents coming from this direction now must come from the beach direction/round the side of union square or via the bypass. These options are often very congested now with the extra traffic and the cobbled road leading from the side of union square which many are now using is not fit for the volume of traffic now on it.

Furthermore, restricted areas are not well signposted and I feel utterly confused when driving around Aberdeen now. I feel I'm a confident driver, however I feel on edge now. I know older communities are now avoiding coming in completely.

In my opinion these changes are doing nothing to improve Aberdeen city and attracting money to businesses. It is the death of the city centre.

I think a lot could be learned from looking out with.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 23:22
To: TrafficManagement
Subject: Experimental Traffic Order/Bus Gates

I would recommend that ACC re think this experimental traffic order/bus gates that has been implemented as it just does not work.

I can't believe what has happened to her once vibrant city. I'm not sure who thinks these things up, but do you realise the impact it's caused on all small and large businesses ?

The cycle lanes that has been put in place are empty except for deliveroo electric bikes.

All the big issue bikes, lie on the pavements unused which have become healthy & safety issue and are unsightly.

You have just driven everybody away from the city centre, that use to spend their money in the city local shops out to Aberdeenshire.

I don't know if it's because majority of your staff work from home that they don't see what's happening in the city. Please be assured it's dire.

Public transport is shocking it's expensive and unreliable, also the weather in our part of the country does not allow us to walk/ cycle everywhere it's delusional to think so.

Maybe it's time you listen to the public for once.

Please also note not everyone is into social media and don't know about this consultation. The public deserves to be informed in other ways so they can be part of the debate.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 03:31
To: TrafficManagement
Subject: Bus Gates

Being a multiple business owner in the city, it is outrageous to install a system like this without approval off the users of the city, its unfair for tourists elderly and everyone that operates in the city.

Enough is becoming enough, LEZ zone next to the harbour where there is major shipping, still using diesel buses on Union street, its all becoming a joke.

Pedestrianise union street remove the bus lanes and LEZ.

Thank you for making our city worse for
Businesses attracting customers which pay rates, which pay your salaries.

Do the maths, its an insane policy of self destruction, wonder when staff start to be made redundant as finance doesnt add up and no support from scotgov £1.5bln in the red.

Save yourselves and the city, look
At the bigger picture.

Regards

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 05:09
To: TrafficManagement
Subject: Experimental traffic order - consultation

For the consultaion:

Bus gates and restrictions are literally driving people away from the city centre. Eventually the centre will be a ghost town with no viable business or custom. If this is the goal then the traffic order is successful and is doing as intended. If it is not, then the traffic order should cease before it causes irreparable damage to the city's economy.

Many thanks

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 06:16
To: TrafficManagement
Subject: Obj to bus gates

Good morning

Its sad i hear that not a lot of people have written in to object about the bus gates abd, i didnt know you could till I came across it on a members page on facebook

People will probably liken it to the Union terrace gardens where people had their say but ACC did what they wanted to do anyway

I work in the city centre and, quite simply, if I didnt work there I wouldnt go there! Massive decline in FF. I also work in Inverurie where customers simply say they dont know how to get about town. With soaring costs they do not want to get caught out with a bus gate fine or further to travel due to taking longer travel routes over road closures etc

My objection comes simply because the gates were put in place over a city that is not equiped structurally! USQ shopping centre whilst it is the centre with most shops quite frankly put an end to the high street & should not have been built! Instead a robust high street with upgrades to/from bus to train station would have then allowed us to pedestrian union street

I am all for having a greener city & it certainly will be with noone coming into town. Cyclists dont pay rd tax yet they are allowed to get away with murder on our roads & this also needs addressed where more people are cycling to work

I could ho on but i do object to the bus gates. There is just no foresight in planning!

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 07:41
To: TrafficManagement
Subject: Bus gates

I was surprised to see that the bus gates that have been forced upon Aberdeen, which so many of us have complained about, are in fact an experiment.

As such, I would like to say that they have in no way improved the flow of traffic or provided any improvement whatsoever in to Aberdeen city centre.

I like many others simply never go in to the city any more unless it's completely necessary. The idea of trying to navigate once familiar roads fills me with anxiety as it is just not worth attempting it for fear of getting lost and finding myself with a fine. Using a bus is not something I would ever consider due to the sheer cost involved and lack of reliability and inconvenience.

You only have to read posts on social media on an almost daily basis about traffic jams and pinch points caused by the these bus gates and road restrictions.

While not city centre how much money was spent on the diamond bridge? Once complete I could have driven from my house to Kittybrewster retail park in a matter of minutes, yet ACC installed a bus gate which now means a massive detour, which surely negates the purpose of reducing emissions when you add several miles to a journey and not to mention getting stuck in a traffic jam upon existing Kittybrewster - residents of the area even complained due to the difficulty in getting children to school, but ACC refuse to listen. So I have also stopped shopping here.

So my opinion is that the drastic reduction of footfall in the city centre, resulting in so many shops being forced to close down, is in fact due to the bus gate fiasco. I will never shop in town again and will travel to out of town retail parks where parking is free and my business is welcome.

The introduce of LEZ is actually going to kill the city once and for all, enforcing that and having bus gates is too much for the city to take. If LEZ is going ahead, think of all of the take away drivers who will lose jobs as they cannot afford compliant vehicles - this results in food outlets losing even more business and closing. Older cars get replaced in time so emissions will also naturally reduce over time. If going ahead with LEZ this year then do the right thing and remove the bus gates.

ACC need to remember the are they to serve the people and stop running the show as a dictatorship. You have to listen to what the people want and stop forcing an unwanted agenda on us.

Remove the bus gates and people will return to the city centre. When people return to the city centre, retail outlets will return. It really isn't rocket science, so what is it that ACC don't understand? Why don't ACC listen to the people? Is this another scandal awaiting to happen as there have been posts about how installing bus gates can in fact be seen as illegal?

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 07:54
To: TrafficManagement
Subject: Bus gates

Good morning,

I am contacting you today to express my thoughts on the bus gates in the city.

I live in Peterhead but before 2020 I would have visited the city twice a week on average, to shop, visit restaurants, meet friends and attend events.

As a nervous driver, the road closures of 2020 gave me such anxiety that I simply stopped driving to the city. The recent addition of bus gates has only exacerbated this. I now very rarely visit Aberdeen city centre; maybe once a month, if that.

I can't be the only person to make this decision, which must mean a huge financial loss to businesses in the city, resulting in the closure of places like Haigs. We cannot go on like this.

And don't get me started on the busses! A return bus from Peterhead to Aberdeen now costs a whopping £18.70! Reduced to £17.20 with a dayrider ticket if returning the same day. That is simply not affordable!

If you want to encourage people to use public transport instead of driving, then the cost should really be addressed. Not to mention that a 40-45 minute journey takes a whole 1 hour and 20 minutes on the bus!

Without rail links, this corner of the north east is practically cut off from the city.

I hope to hear a response from you, and that you will take the time to address these issues.

Kind regards,
[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 08:22
To: TrafficManagement
Subject: Bus gates

To whom it may concern

I live in Aberdeenshire and used to regularly come in to Aberdeen to shop and meet friends for lunch. I particularly shopped in Annie Mo's and Marks and Spencer. Since the implementation of the bus gates I have not come in to Aberdeen and have no intention of doing so. I have absolutely no idea how I would negotiate this ridiculous traffic system to get to a car park and would certainly not know how I would stop outside Annie Mo's to load any larger purchases in to my car. I live in a rural area with no public transport so I would have to drive my car to get to a bus stop or train station anyway and even if I did that (and paid to park my car somewhere as well as bus or train fare) I would not be able to carry any large purchases from Annie Mo's or Marks and Spencer to the bus or train station. I do all of my shopping and socialising in Inverurie now. Aberdeen City's loss is Aberdeenshire's gain. I also shop online which I spent years trying to avoid. Even after we suffered the major blow of losing John Lewis.

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 09:08
To: TrafficManagement
Subject: Experimental Traffic Order/ Bus Gates in Aberdeen City Centre

Dear Sir / Madam,

In support of the online campaign, I am writing to state my desire that Aberdeen Council rethinks the bus gate / traffic order policy. I live in Aberdeenshire and used to come into the city frequently to shop. However I now actively avoid it for fear of being caught by the badly signed bus gates (I have been fined once and due to signage did not realise I was doing anything wrong before I was there - a story that seems to be very common).

It is killing the shops in our city centre at a time where they desperately require support, not further challenges and I would implore you to reconsider this traffic plan

Many thanks

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 09:25
To: TrafficManagement
Subject: Traffic Management - Aberdeen resident feedback

Dear Sir/Madam,

I am writing to express my opinion on the new traffic management system in Aberdeen.

I do not possess a car myself, but I would like to speak on behalf of both, the people who drive and those who do not, as I think this experimental setup that you implemented serves neither of these groups.

First of all, I truly believe that in order to implement such harsh new regulations, the residents should be given an incentive, or at least a reasonable alternative to their previous methods of transportation. One may say that there is an alternative as there is public transportation in Aberdeen, but could you please imagine someone who has to take their kids to school in the restricted area having to go by bus instead of a car? Especially these days, when the temperatures outside are so low, do you really think making people go out and wait on a bus stop for buses (that are frequently late) is a good idea?

Secondly, I saw that even though you call this an “Experimental” setup, you have been very keen and fast installing cameras in the restricted areas and issuing tickets to the drivers that (sometimes accidentally) entered it – well done! Too bad you are not that quick fixing the roads or building new ones which are so badly needed in this town.

I am sorry to say that having been resident of Aberdeen for the last 5 years I have only seen a decline in the quality of life in this once-great city. When I first came to Aberdeen back in 2012 it used to be a vibrant city, with a lot of businesses, young people and positive energy in it. Now it resembles a ghost town, with the only difference being that there are fewer crack-zombies and drunkards living in ghost towns.

Finally, I am aware that managing the city traffic is not an easy task and any solution proposed by the Council will always have its supporters as well as opponents, but the purpose of my letter is, apart from expressing my negative opinion on the Experimental setup, to remind you that the wealth and prosperity of cities come from incentivising people to do business in the given city, rather than penalising them for more and more things that they are not guilty of.

Yours faithfully,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 09:27
To: TrafficManagement
Subject: Busgate and the rest

I have stopped going into town now because it has no soul, no shops worth shopping in and no easy way to get from A to B. We can put Covid, cost of living and online shopping habits down as reasons for the decline in city centre life, and for sure these have impacted many. However, when the council made the nonsensical decision to cut off the main vein running through the centre and diverting traffic, and the occupants of those vehicles, away from what shopping areas that are left, it doesn't take much to work out why the whole place, and any business hanging on by its nails, is dying. Our bus fares are higher than our capital city, carparking is ridiculously expensive, the shopping centres are now isolated with no natural 'connection' between them and trying to get from one area of the city to the other is like going through a maze! If you inadvertently find yourself in the wrong road, you get stuck and sucked into the 'no go' area and can expect the fine. That stings and as a result, I no longer venture into town!!
Please reconsider these road restrictions

Regards

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 10:16
To: TrafficManagement
Subject: Bus gates and traffic management in Aberdeen

I am writing to voice my objection to the introduction of bus gates and traffic alterations in Aberdeen City Centre. It is difficult and expensive enough to travel into Aberdeen Centre to shop and these measures are adding to people not even attempting to come into town any more. I thought the Council were supposed to be trying to encourage people to come to town not make it more difficult. At this rate , the city centre will never recover and become a ghost town if it isn't already.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 10:41
To: TrafficManagement
Subject: Aberdeen bus gates

Dear Sir/Madam I am writing this email to register my complaint about the “experimental” bus gates in Aberdeen. I am a disabled driver and find the stress and distraction of trying to navigate through the city centre a nightmare!

I understand the idea is to reduce pollution in the city centre, and persuade the public to use buses and or taxis. Unfortunately the result of this disastrous plan seems to be putting the final nail in the coffin for the city centre!

One of my disabilities means I cannot walk any distance! getting on and off a bus would not only be extremely difficult for me, my anxiety would be uncontrollable, even the thought of it raises my anxiety.

What’s the point of giving me a blue badge when I can’t use it in town?

I would just like to add a good friend of mine who is also disabled and holds a blue badge was in tears as she had a bus gate fine this morning.

I don’t understand how the city council expects people to find money to pay for these unaffordable fines.

We are in a cost of living crisis no one has extra money to spend on fines, resulting in reduced footfall in the city.

Please reconsider the bus gates.

[REDACTED]

Sent from my iPad

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 13 January 2024 12:40
To: TrafficManagement
Subject: Experimental Traffic Order/Bus Gates Aberdeen City Centre

These new bus gates which have been implemented within the city centre I believe have discouraged people to come into the city. The extra travel around these gates on more congested roads does not seem worth the time or effort and has certainly made a difference as to how I shop within the city. People coming to visit the city I am sure will fall foul of bus gate fines which will have a long term effect on the city. Businesses within the city centre are struggling as it is without the council actively reducing their customers by making it so much more difficult for them to access the city. I believe these measures have increased congestion and made matters worse rather than better and should be removed.

[Redacted]

[Redacted]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 15:05
To: TrafficManagement

Hello

I am writing to give my views on the bus gates following a post from Annie Mo's urging people to do so.

The centre of Aberdeen has been made a complete no go area for cars and therefore people feel they are being actively discouraged from visiting Aberdeen city centre. I was in Aberdeen earlier today and noticed the lack of cars but was also struck by the lack of people too. I saw many buses but they were virtually empty! The bus gates make travelling around Aberdeen by car near impossible and if this was the aim of the council then it has been achieved.

Aberdeen city council need to drastically rethink their "master plan" and do something to make a trip into town worthwhile otherwise Aberdeen will continue its not so slow decline.

Regards

[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 15:40
To: TrafficManagement
Subject: Bus gates

Hi,

The bus gates have made car travel to collect family from the train station more difficult, by blocking off guild street. The signage is also very poor meaning visitors to the city would likely be caught out, and charged a fine.

It makes the city centre a less appealing place to visit, when added to the multiple store closures, and vacant premises. My opinion is that measures need to be introduced to reinvigorate the city centre, and reverse the sad decline over the past 4 years. Chopping and changing traffic regulations and introducing LEZ restrictions won't do this.

I think the bus gates should be removed.

Regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 16:56
To: TrafficManagement
Subject: Aberdeen City Centre Bus Gates

Dear Traffic Management Team,
Further to a recent introduction of bus gates in Aberdeen I'd like to provide my feedback via this email or via a more formal route if that would be preferred.

As a regular user of the city centre for both personal and business use I really have to question the benefit of having the new bus gates.

On a personal level I now largely avoid the city centre as it is very difficult to navigate the various routes without somehow finding yourself having to avoid the obvious route to a location. It is most definitely having an impact on the number of times I visit shops and restaurants located within the city centre.

On a business level, when entertaining clients I find myself selecting restaurants located away from the city centre due to the challenges now presented by navigating the bus gates. Which are poorly sign posted and marked, meaning that while navigating busy traffic it's incredibly easy to miss the limited signage.

I have also unfortunately had a client that was visiting from outwith the area be fined for entering the bus gates while trying to find parking, which when he found out about later he was less than impressed about, as you can imagine.

I have heard various stats about the improvements but remain very unclear that any consideration has been made to assess or understand the impact.
By any rational approach to the management of change, it would be naive to think that a change such as this would only bring benefits.

My daughter is a regular user of bus services in and around the city centre and I can without hesitation state that she has seen no tangible improvement to what is a truly shocking and unreliable bus service.

I don't even have the will power to state what a disgrace that stagecoach service is.

I appreciate that this email will likely be filed in the ignore or disregard category, however should the Aberdeen City Council be willing to enter a sensible discussion with the public I'm sure that my humble opinion would be consistent with the many other users of the public road system that the council is responsible for.

Best regards,
[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 18:46
To: TrafficManagement
Subject: Feedback on THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Dear Sirs

I am very unimpressed with the bus gates which have been introduced. Not only do they make it very difficult to get from the Fittie end of the beach to the West End, which has stopped us going to the beach now despite having gone almost weekly before the gates were introduced, but they also strongly dissuade us from visiting the City Centre. At a time when the city centre needs all the help it can get in terms of encouraging footfall, the introduction of these measures is completely illogical.

I respectfully request that these Traffic Management Measures be removed entirely at the earliest opportunity.

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 20:32
To: TrafficManagement
Subject: Aberdeen Bus gates

To whom it may concern,
Please reverse the bus gates & experimental traffic order as they are ruining (our already dying) city centre.

People don't understand how they can navigate their journey though the city centre, it's so complicated, so it puts people off coming into town.

We have had many clients tell us they no longer come into the city centre and shop in retail parks outside the city as it's easier to access and park.

Local businesses need to make it easy for customers to be able to get to them by car, if we don't act now are city centre will lose even more local businesses.

So please can we put things back to how they were and make it simple for the people of Aberdeen to get from a to b without worrying about getting a penalty. Or your journey taking you 3 times as long as you have to go round in circles to try and get to where you want to be, a journey that used to take a few minutes when streets like Union street, Bridge street and Market street were open.

Please your local business community needs your help, we have all sufferered enough with Lockdown, recession & challenging Financial Times. We need to make it easy for people to shop with us, or we won't survive.

Thank you.

[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 21:28
To: TrafficManagement
Subject: Bus route feedback

Hello,

The bus routes have caused me to take much longer routes around the city centre thus increasing the time my engine is running and polluting. It adds at least 10/15 minutes extra to my journey to and from work daily and not to mention the amount of extra driving needed to get from one side of union street to the other.

I fully understand and support bus routes in major cities but Aberdeen is just not that busy nor are there enough cars to justify this gates. City centre businesses aren't getting the passing trade they once would which is shocking.

Thanks

[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 00:47
To: TrafficManagement
Subject: Bus gate consultation

My experience is as a disabled passenger. Often, the buses do not run where I need to go or close enough, as I use a rollator and can't walk far, so being able to use my Blue Badge is vital to maintain my independence (I have been disabled since my early 20s - I still want to go out and enjoy life/participate in family events). Whilst I applaud efforts to encourage greener transport for those who can, the choices of bus gate on Market Street and no right turn from Union Terrace confuse me, as there is no bus route that covers my journey when I used to go there, so it ends up a journey that only took maybe 10 minutes before now results in a 40min journey, which surely can't be 'greener'. The worst part is trying to access the blue badge bays, as having driven past them, seeing perhaps a car looking ready to leave, you can't get back to them easily, so you have to instead spend time looping round, taking maybe 10 or more minutes whereas before it was only minutes. No one else seems to obey 'no right turn' at the end of the parking near RG's/Art Gallery probably because of this. (It is already a longer route from home to get to them due to the gates). I have not found any additional disabled parking near the Tivoli as advertised (only more loading spots), but have found some of the disabled spots around there blocked off during the last six months. The extra spots at times at the layby by the Art Gallery are useful.

From what I have heard others saying, the gates have not reduced number of car journeys (presumably the aim), but have increased time spent driving. Therefore I am not convinced there are any environmental benefits of the system as it currently stands. I am hoping the current scheme of free travel at weekends encourages people to consider the bus/consider it more, but on a personal note, I do not want to end up excluded from town because of my mobility issues. I would not mind the extra journey times if I felt it was making a difference for others, but from anecdotal evidence, that is not the case.

Please do not publish my name if you use these comments. Thank you.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 08:15
To: TrafficManagement
Subject: Aberdeen City and it's bus gates

Just awful. I don't bother coming into Aberdeen now. I drive to Dundee or spend my hard earned money on long weekends in Edinburgh

Well done on driving people out the city.

Good luck shops!

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 09:26
To: TrafficManagement
Subject: Bus lanes/gates Aberdeen

Centre of Aberdeen is an absolute shambles. Whoever is responsible for allowing this to go ahead has presided over the death of Aberdeen as a city people would want to visit or spend time in

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 05:42
To: TrafficManagement
Subject: Bus gates

Hello,

I wanted to pass on my view of the bus gates and the impact they have had personally since opening. I work in Dee Street and since the gates opened, my journey into town has become significantly longer as more traffic has been pushed out to the AWPR. The gates cause me so much anxiety now that, apart from driving in for work, I never go to shop in town any longer.

Our city centre has become an embarrassment and very much a ghost town! How businesses are meant to survive, I have no idea!

Regards

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]

From: [REDACTED]
Sent: 14 January 2024 10:28
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Good morning.

I am writing to you to provide objection to the above.

I am a resident within aberdeen city centre and since you have installed the current measures it has made travel around union street much more time consuming. To travel to and from king street to Holburn Street now takes longer. If you are looking to reduce emissions how is traveling a longer distance helping?

I now avoid driving into the city centre due to ongoing road closures, poorly positioned signs. Generally having to take long detours to do a simple trip.

You have successfully reduced traffic in the city centre, this has also reduced the footfall, further shop closures as people can't actually get to and from shops with ease.

Roads now with no traffic as bus gates cause further disruption and rerouting to get to the same destination.

I also have family and friends who advise that they no longer attend aberdeen due to the difficulties they have in accessing services in and around union street or trying to visit my home due to ridiculous parking charges around my local area.

The union street bus gates have reduced ability to travel through the city, impacting on people's ability to shop. The more difficult you make it to get somewhere the less likely people are to go there.

You want to encourage people to come into the city centre, not everyone has easy access to busses. If you need to catch more than 1 bus most people may still prefer to use own transport, especially as it is more cost effective due to prices of public transport in the city centre it's self.

I prefer to go to retail parks away from union street as this is actually somewhere I can get to, especially if I need to do larger shops, I can't do this in the city centre at the moment due to such issues as trying to actually get into the centre.

The planning and implementation has been incredibly poor, this maybe beneficial to those who walk, cycle or currently use public transport. However and car users have not been considered and no thought given to the routes drivers now need to take to get to the same destination.

I know many people in and out of the city who like myself have given up shopping in and around union street due to the measures that you have put in place. There is nothing now to come into the city centre for.

Disgruntled city resident who feels that you have destroyed union street and the surrounding area.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 10:44
To: TrafficManagement
Subject: Aberdeen City Centre Traffic Management Experiment

Good morning,

I am writing to express my objection to the traffic management/bus gate "experiment" that has been rolled out on the city centre. I can only describe this exercise as another nail in the coffin of the city centre. As a resident of the surrounding area for 30+ years I have never seen the city centre as quiet as it is now. The benefit of being in the generation that we live in now is that social media serves as a great platform for voicing opinions and for months all I have seen is how much of a mess the council have made of our once-vibrant city centre. These bus gates, and there for diversions, limit access and drop off points to key areas of town, driving members of the public away from the city centre and it's sources of revenue, mostly due to the confusion of where to go or how to get somewhere without incurring a fine. Who wants to run the risk of picking up a fine for taking a wrong turning when going to spend their hard earned money, which is already limited in these harder times?

Instead of having multiple ways to and from a single destination, all these limitations do is cause a build up of traffic in high usage periods resulting in a build up of cars, and therefore pollution, when it could be avoided by having an alternative route which is currently closed off by a bus gate. This doesn't align with the council's ULEZ plans to reduce pollution build up in the city centre, which can easily be resolved by the removal of bus gates to get people into, but also more swiftly out, of the centre without sitting in queues of traffic.

These restrictions put on the city centre DO NOT improve our city, they only make it worse. People may not fill out this response request but go on any social media post relating to the city centre and the mess that it is in and the comments will be there in their dozens. It is no longer viable to visit Aberdeen city centre and people are visibly stopping coming in, killing off our once great and bustling city one shop at a time, and hopefully you can see this.

[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 10:56
To: TrafficManagement
Subject: Bus gates

I object to this ludicrous plan the evidence is clear empty shops trade going else were
This plan has only been bad for aberdeen journeys taking longer people staying away from aberdeen
and the most annoying thing knowing that our options don't matter and this plan will be implemented
no matter what the public think

Sent from Samsung Mobile on O2

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 11:01
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Hi. In your response to the city centre access changes by introducing bus gates and one way routes. For many in the city this has put the city centre off limits and for many in the shire it has taken Aberdeen off the map. The changes have been so complexed that many do no longer feel confident going around the city or travelling into the city. The access changes should have been less and simplified not several complexed changes. I am aware of many who choose working from home over a commute into the city centre and many who would have visited daily in the city centre now making it a last resort. Business are being impacted. Business are suffering reduced footfall and still feeling a Covid attitude towards support from acc where the introducing limited access to the city centre has held the public back away Aberdeen city centre. I have drove the rerouted on various occasions however I end up using the other side streets etc to navigate my way around. I really hope for the future of Aberdeen this mash up of confusion of transport access can be addressed and my objection to the many unnecessary access changes can be added.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 11:37
To: TrafficManagement
Subject: Re: Aberdeen City Centre - Bus Gates

Dear sir/ madam,

Hopefully the City Council and the Councillors are keeping a close eye on the detrimental impact the Bus Gates are having on footfall and economic activity in the city centre.

Union Street is a near ghost road due to the lack of traffic and this pedestrians using the once famous silver mile.

The environs on and adjacent to the principal street in Aberdeen is having a hugely negative impact to business and playing a huge part in creating an anti-social welcome to anyone who enters the city centre day or night.

The naming of the Bus Gates alone creates a mental not least a physical barrier to people who live and visit the city. It's an absolute folly and the decision to introduce bus gates should be fully reversed.

The city, every city, needs to be inhabited by people - that includes motorists who enter, visit and spend money and boost the local economy and give people hope.

Please make the change to save the city as it's in dire need of saving!

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 12:24
To: TrafficManagement
Subject: Road layout/bus gates

I finally feel compelled to write to express my disappointment and distress over the appalling changes which continue to be made in our city.

The changes are crucifying the city centre, things have gone from bad to worse. So much so that I simply do not go into town anymore as it's easier to drive an hour to Dundee for a far more welcoming, user friendly shopping experience.

I feel guilty because I see more and more lovely businesses in our city going to the wall, but car drivers simply can not move around the city in a sensible way.

We all understand that some changes may be required, but the changes and bus gates are absolutely non sensical and are preventing the use of our city centre. Our public transport is horrendous, very expensive and unreliable, whilst this is the case people will continue to use their cars.

Please rethink, take advice from people outside the council who have success in city planning and roll back the mess which has been made.

Your sincerely

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 12:49
To: TrafficManagement
Subject: Object to city bus gates and LEZ

As a city centre resident I wish to object to the current bus gates and LEZ being a permanent feature within the city centre.

I don't think the timeframe from the AWPR opening pre pandemic and city centre traffic levels was not a long time period to make any judgement on impact of city centre traffic levels to justify bus gates being implemented.

A fair time frame to measure the impact of travel with and without bus gates should be carried out by a 3rd party, outwith the bus companies and council. The time frame should be a year with, and a year without them to give a fair and true comparison of the impact of the gates for all. A fair and balanced justification and judgement on various factors like economy, environment etc can then be considered and made public for all to see for themselves before any council or government narrative can justify them.

All we hear in the press are about the bus journey times and the environment. However the buses are still unreliable and expensive! The bus companies are only looking after themselves. We had a far better bus services and more buses 40 years ago when the city centre was booming and fully open to all traffic which was far more polluting than now!

The environmental narrative doesn't really wash either when cars are getting greener all the time. The North east of Scotland only has diesel powered trains and a working harbour with diesel powered ships, the railway station and the port are both in the city centre!

Aberdeen is a city in a relatively rural area where much of it's traditional reliant footfall own a car, so they will always use that car as that has been paid for and works out cheaper than a bus fare. It is not convenient, or even possible for most in a rural area to use a bus. Park and ride would maybe work for a commuter to work but a service would need to run every 10 minutes for work purposes. Park and ride is not convenient for a shopper with bags of shopping at both ends. Currently our bus network is not fit for purpose and expensive for the typical working person who generally has to pay to use public transportation. The rail network in the north east is also pathetic.

We are seeing the likes of Aberdeen inspired and business leaders actively trying to get people into the city centre and a war against people entering the city centre unless it's by a bus.

[REDACTED]
Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 18:22
To: TrafficManagement
Subject: Concerns Regarding the Implementation of Bus Gates in Aberdeen

Dear Aberdeen City Council,

I am writing to express my disagreement with the recent introduction of bus gates in Aberdeen. The city centre is currently grappling with various challenges, including the impact of government bias for online shopping (e.g., Amazon), poor city planning, heightened parking restrictions, the implementation of Ultra Low Emission Zones (ULEZ), and escalating cost-of-living issues. The addition of bus gates seems to be compounding these challenges, further burdening the city.

Personally, I find myself reluctant to venture into the city centre due to the fear of potential fines associated with the bus gates. The lack of clarity regarding the locations and information provided about these gates adds to my apprehension. Navigating these new regulations has become a daunting task, and I lack the confidence to avoid unintentional violations.

I believe I am not alone in these sentiments. The cumulative effect of these measures is likely to lead to a significant decrease in footfall, contributing to the continued deterioration of the heart of our city.

I urge the council to reconsider the implementation of bus gates and to address the true reasons why the council are seeking to extort money through fines.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 19:26
To: TrafficManagement
Subject: Bus gates

To whom it may concern

The bus gates make coming to Aberdeen from the shire very difficult. Poor signage doesn't help. People are avoiding our city centre!!!!

Regards

[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 19:46
To: TrafficManagement
Subject: Experimental traffic system

Hello

My opinion is that the system has made it very difficult for people driving to get around the city centre. This has surely impacted on the footfall for businesses around the city centre including shops, restaurants and bars. There definitely needs to be reviewed moving forward

Many thanks

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 20:28
To: TrafficManagement
Subject: Traffic order

There is no incentive now to travel into Aberdeen city from aberdeenshire. The range of shops is so poor compared to likes of glasgow/edinburgh etc and Union Street is so unappealing - numerous shops empty, grubby and dull. Coming from a part of the shire that has no bus service, driving into Aberdeen used to be so easy but now it's a nightmare having to google your route to figure out which roads you are / are not allowed to drive along. Add to that the long detours you have to take to avoid bus gates it unnecessarily adds to emission's. I feel sorry for the few independent shops / restaurants still on Union Street as their footfall and passing trade must have decreased dramatically.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 20:35
To: TrafficManagement
Subject: Traffic measures city centre

> There is no incentive now to travel into Aberdeen city from aberdeenshire. The range of shops is so poor compared to likes of glasgow/edinburgh etc and Union Street is so unappealing - numerous shops empty, grubby and dull. Coming from a part of the shire that has no bus service, driving into Aberdeen used to be so easy but now it's a nightmare having to google your route to figure out which roads you are / are not allowed to drive along. Add to that the long detours you have to take to avoid bus gates it unnecessarily adds to emission's.
> I feel sorry for the few independent shops / restaurants still on Union Street as their footfall and passing trade must have decreased dramatically.

Regards,

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 14 January 2024 22:08
To: TrafficManagement
Subject: Bus gate consultation feedback

Dear Sir/Madam

While I understand your reasons for installing Bus Gates throughout the city centre, I'm afraid I can't see any positive notes from its installation.

My main issue is the installation on Gullild Street. It makes two main routes through the centre pointless, one of which being the newly remade South College Street, the second being Denburn Road.

By closing Guild Street you've pushed drivers on to an already busy Market Street and Riverside drive, but also made it more difficult to access Union Square if coming from Berryden.

I think your alterations to union terrace and Schoolhill have made it extremely difficult to travel from one side of union Street to the other, pushing all traffic on to thin roads around Skene Street, George Street, and Loch Street.

I've got used to the closure of Union Street, as I said at the beginning of my email I understand your reasoning for these bus gates and I'm open to change but I don't believe your changes have helped the city both for businesses in the centre or navigating the city.

If we had a Ring Road like Dundee I could understand but we don't.

Please consider at the very least reopening guild Street to allow access around the city to be made a little easier.

Yours

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 15 January 2024 03:42
To: TrafficManagement
Subject: Shambles

Hi ,

I have never left feed back on anything before but feel so strongly about this I feel I must.
In a nutshell the city centre and the traffic management is a bloody shambles.
It is pushing people from the Shire to other towns & city's to shop something our dying city can ill afford, simply as they don't know which roads are open and what are closed.

Aberdeen was always built with the idea the main through road of Union street & George street will take the main traffic so what is the council obsession to close Union street?(You have tried at every opportunity) So now not only do we have no shops left you now have a huge road empty all the time while all surrounding streets are gridlocked most of the working day.
Don't give us his is for the good of the environment because while Union street may have reduced pollution all the small surrounding streets are worse and you have to drive further to get anywhere due to all the bus gates and closed or one way streets.

I have lived in the city most of my 56 years but last year moved to Aberdeenshire and have a much better life I dread the days I have to come into Aberdeen for work.
I used to be a proud Aberdonian who Would always say what a great place I came from now I am embarrassed and upset that this once great city is complete dump with empty shops everywhere.

I don't expect this e mail will make any difference as I don't know any people who back a single plan this council comes up with.
You could have a vote open Union street / King street etc but then if the people chose to open it you would do what you did with the Union terrace Gardens vote and say the people are too stupid to make up their own minds.

Regards

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 15 January 2024 08:53
To: TrafficManagement
Subject: OBJECTION - bus gates in Aberdeen

I wish to include my objection to your plans to keep the bus gates in Aberdeen City Centre.

The bus gate implementation is one of many issues that is killing the city centre and causing traffic chaos

I feel that Aberdeen City Council need to be thinking outside the box and looking at changes to encourage businesses and people back to the City. They should be building our City back up to be somewhere that Aberdonians can be proud of and that tourists and visitors want to come to and revisit.

The bus gates should be removed.

[REDACTED]

This email message is confidential and for use by the addressee only. If the message is received by anyone other than the addressee, please return the message to the sender by replying to it and then delete the message from your computer.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 15 January 2024 10:07
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT)
(EXPERIMENTAL) ORDER 2023

To whom it may concern.

What a ridiculous situation you have created.

It has done nothing to better the traffic around town only frustrate and gain funds for the council through fines.

Lack of access around Aberdeen town centre and Union Street, put people off going to town which is now all but defunct and derelict.

This failing initiative and the prospect of the LEV zone with have another detrimental impact on the town. To have a LEV in the same area as the harbour is a joke. Have the ships had to modify their engine to reduce emissions to meet the LEV standard. I would suggest not.

Focus your time on regeneration, but not like Union Terrace gardens which is still a no go area for many. Aberdeen town centre is just not a safe and welcoming environment.

Remove the bus gates and pedestrian areas on Union Street and surrounding areas and get people in place in the roads and planning departments that have the wherewithal to do something helpful instead of wasting our hard earned money.

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 15 January 2024 11:11
To: TrafficManagement
Subject: Bus Gate trials in Aberdeen City

Dear Sir / Madam

My comment on the above scheme would be that it is extremely detrimental to the city centre.

Lots of businesses in the city centre are angry at the decrease in footfall due to the scheme. In today's economic climatic every effort should be made to encourage as many people as possible to visit the city centre instead of putting up barriers.

The last thing Aberdeen city centre needs is for more businesses to close due to unnecessary barriers. I am sure the negative effect on businesses far out weighs the gains hoped for by Aberdeen City Council.

The effects of covid hit Aberdeen city centre hard as it did to many other cities. However Aberdeen has a lot to offer with its beautiful parks and impressive granite buildings and I feel with a lot of help businesses would be attracted to move to the city.

I am aware of the good work being carried out by the "Our Union Street" project and would like to see Aberdeen City Council more involved with the group taking advantage of the strong volunteer community this group has built.

In general a lot of Aberdeen / Shire residents are proud of the city however they feel the ACC are doing very little to help put Aberdeen back on the map as a destination city.

Personally, like many other people I know, I avoid the city centre if I am driving for fear of being penalised.

The bus gates make very little sense and should not be continued at the end of the trial period.

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 15 January 2024 20:57
To: TrafficManagement
Subject: Bus Gates Feedback

Hello,
I'm responding to your request for feedback on bus gates in Aberdeen.

Personally, I find them confusing and not well labelled. I've received 3 tickets in as many years for driving through bus gates. I don't drive in city centre very often (even less since all the road closures to cars). I rely on my Sat Nav which directs me when I'm driving in the city centre to help me navigate one way streets. Unfortunately, the sat nav doesn't recognise bus gates.

I understand the reasoning for implementing bus gates, but it's making commuting through or navigating the city centre very challenging. I will not be taking a bus as I travel from Inverbervie and bus travel is just not practical for me.

Regards,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 15 January 2024 14:30
To: TrafficManagement
Subject: Aberdeen Bus Gates

Hi

I purposely refuse to travel into Aberdeen City Centre now that there are Bus Gates.

It's too confusing to navigate, public transport in Aberdeen is dreadful so I won't use it and feel the whole Bus Gate saga is totally unnecessary.

Killing an already struggling Aberdeen City Centre. Aberdeen City Council should be ashamed that they've put this in place when the city centre is already on its knees.

Why would anyone risk venturing into Aberdeen and getting a money making fine?
Between the lack of shops, half empty malls, bus lanes, bus gates & ULEZ is it any surprise we are avoiding the city centre!

Shame on the decision makers of Aberdeen - you're destroying our City.

Rgds.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 16 January 2024 09:36
To: TrafficManagement
Subject: Temporary bus gates in Aberdeen

Dear Sir/Madam,

My experiences driving in Aberdeen since the introduction of bus gates has been frustrating, confusing and limiting. Living in Inverurie, I now seriously reconsider driving into Aberdeen for shopping, as the bus gates make getting to the shopping centres that bit more difficult and time consuming. Pre Christmas was horrendous. While I much prefer supporting the businesses of Aberdeen, I have definitely utilised online shopping more, since - and because of - the introduction of the bus gates.

In speaking with others, it seems to be a common complaint and therefore makes me nervous that Aberdeen Council have not taken into consideration the effect this new - if temporary - ruling may have on the businesses of Aberdeen.

You're faithfully,

[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: russell aitchison <[REDACTED]>
Sent: 16 January 2024 10:12
To: TrafficManagement
Subject: Bus Gates Disaster

Good morning,

I firmly object to the new bus gates.

These gates are hampering businesses that are already struggling after the pandemic and continuing spiralling costs. Lots of people are just not coming into the city centre now. I'm not sure who comes up with these ideas but they obviously don't realise that there is a huge number of residents from Aberdeen and Aberdeenshire who will never get on a bus. The result of this is that an extremely large number of people are no longer coming into the city centre, they are going elsewhere and spending their money elsewhere and even worse, they are shopping online instead!

To get to work I have driven down Windmill Brae, Bath Street, Bridge Street, Wapping Street and Guild Street for the last 20 years. Now I can no longer go that way, which is just crazy. The most ludicrous of all is the bus gate is on Bridge Street, how on earth was that added to this ridiculous plan. I also drive through other areas of the city for work and I can now no longer go those routes either and have to take long time consuming detours in order to get to my destination. Is the idea to try and get me to take a bus? In that case I would need to take 2, 3 or 4 buses to get to my required destination. 2, 3 or 4 buses while I'm working is completely unrealistic, actually it's beyond madness to even consider it.

Please scrap these bus gates immediately.

Yours sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 16 January 2024 10:53
To: TrafficManagement
Subject: Bus Gates

Good Morning

I don't actually come into the city anymore from Cults as the bus gates makes moving around the city so difficult and traffic is horrendous.

Please remove these if possible.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 16 January 2024 11:21
To: TrafficManagement

To whom it may concern regarding the traffic management proposal for the city center. I object to this going ahead as the reasoning behind this is flawed and is not original but based upon other towns and cities who have instigated this procedure and have seen their scheme fail.

The elected members of this Council should be reminded that they serve the people of Aberdeen and not their party manifestos.

To cite one example we have the Union Terrace Gardens, a wishy washy hare brained idea from the elected members which was a total waste of money which is in short supply, another example will be the modernisation of Union Street with new lockblock paviers which is supposed to brighten up the area again a total waste of money. Do away with the bus gates, open up the streets to traffic again, drop parking charges and let the public back into the city.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 16 January 2024 15:06
To: TrafficManagement
Subject: Re: Aberdeen bus gates

Sent from my iPad

> On 13 Jan 2024, at 10:40, [REDACTED] <[REDACTED]> wrote:

>

> Dear Sir/Madam I am writing this email to register my complaint about the “experimental” bus gates in Aberdeen.
> I am a disabled driver and find the stress and distraction of trying to navigate through the city centre a nightmare!

>

> I understand the idea is to reduce pollution in the city centre, and persuade the public to use buses and or taxis.
> Unfortunately the result of this disastrous plan seems to be putting the final nail in the coffin for the city centre!

>

> One of my disabilities means I cannot walk any distance! getting on and off a bus would not only be extremely difficult for me, my anxiety would be uncontrollable, even the thought of it raises my anxiety.

>

> What’s the point of giving me a blue badge when I can’t use it in town?

> I would just like to add a good friend of mine who is also disabled and holds a blue badge was in tears as she had a bus gate fine this morning.

> I don’t understand how the city council expects people to find money to pay for these unaffordable fines.

> We are in a cost of living crisis no one has extra money to spend on fines, resulting in reduced footfall in the city.

> Please reconsider the bus gates.

[REDACTED]

>

>

> Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 16 January 2024 18:21
To: TrafficManagement
Subject: Bus Gates and Road Changes

I have read many times that there are more bus's on the road since the road changes...the bus's I depend on now only run 3 an hour instead of 4, the bus timetable on the bus shelter screen, ran by the council differs from the Bus Companies App so it is not easier by any means to travel. Also giving free bus travel to teenagers etc simply encourages them to come into town on mass and cause trouble.

I live in the city centre and it's mostly deserted except for the delivery bikes who don't seem to follow any road rules or etiquette. They come from all directions, cutting across the road and at the Castlegate traffic lights they ride straight off Union Street to the Castlegate without checking King Street. I've had several near misses from these irresponsible riders and I can't see it getting any better.

I feel for the shop owners who must be badly affected by the loss of customers as Union Street is more often than not deserted.

I no longer drive because of the road changes and speaking to others that need to drive you have made things very difficult for those you are supposed to represent.

I can't see you changing anything but I sincerely wish you would start to think of the public before you make decisions behind closed doors.

Regards

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 16 January 2024 20:38
To: TrafficManagement
Cc: Marie Boulton; M.Tauqeer Malik
Subject: Bus gates!!

Hello, ref the bus gates around Market Street etc.

Which bright spark decided on these.

1) I now do not come into Aberdeen I go to Inverurie, Banchory etc instead where parking is also not a rip off.

2) Ditto my wife.

Therefore we do not use any of the previously used facilities in particular in Union Square, e.g. Cinema,

Shopping,

Restaurants, so all these business are losing custom from us, and I suspect from hundreds of others.

All this stupid decision is doing is speeding up the demise of commercial activity in the city. We have been here 35 years and the city centre was slowly, now more quickly going down hill unless you want a nail bar, bookies, phone shop etc.

The city centre is not going to be regenerated if these continue and people NEED somewhere to go!

As buses do not come through Milltimber we have to the car which does not help.

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 January 2024 08:07
To: TrafficManagement
Subject: Bus gates.

The bus gates are a nightmare. They cause more congestion around the areas as people try to travel around the designated bus areas. Trying to get to and from west end from Union square js a complete nightmare. I also can't understand the point of allowing cars to go past the tivoli but then there is nowhere to go except to turn left onto stirling street. This is very badly sign posted and very unclear - especially for people not from Aberdeen. I cannot see how that helps congestion in the city and seems more of a way to fine drivers in the city centre. Also trying to get to the beach from the west end means travelling around the whole city as we can't go down school hill, union street or guild street.
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 January 2024 09:23
To: TrafficManagement
Subject: Bus gate

Morning

With regards to the bus gates, I don't often go into Aberdeen as I'm not always fit to drive. However, I have been in a couple of times during the trial period and I found it very difficult to navigate for getting to where I wanted to go and get to a disabled parking space.

From my daughters point of view, it has made no difference to the buses and coming from the country it didn't stop the buses turning up late for heading into Aberdeen or indeed ensure that they left Union Square on time.

Regards

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 17 January 2024 09:57
To: TrafficManagement
Subject: Aberdeen traffic survey bus lane.

[REDACTED] here's the email you need to write to [REDACTED] this link was sent to me as the Facebook survey does not work. As for the bus gates, very bad idea. I moved my daughter from bank street to castle terrace, normally a couple of minutes, but because of the bus gates it took more than 10 minutes per journey, hardly saving the environment. As for my shopping habits we used to visit Aberdeen quite often at least once a week going to different retail parks and union square, now we don't come at all. I avoid Aberdeen city at all costs. Regards [REDACTED]

[Sent from AOL on Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 January 2024 20:26
To: TrafficManagement
Subject: Bus gates

I would like to state my objection to making bus gates permanent. They are very prohibitive to people wishing to go to the town centre and I find myself travelling to Aberdeen far less for fear of accidentally straying into the bus gates and receiving a fine. This is obviously detrimental to the economy of Aberdeen city centre which already looks to be in decline. I find this really sad to see and believe that removal of the bus gates would go some way to encouraging shoppers and visitors back to the city centre.

I hope you will take my views into consideration as I know this is a commonly held opinion.

Kind regards

[REDACTED]

Sent from my iPhone

From:
Sent:
To:

[REDACTED] <[REDACTED]>
17 January 2024 20:32
TrafficManagement

The more bus gates and other obstructions you put the less likely people like me are going to travel in to Aberdeen to do shopping. town suffers businesses suffer surly enough is a enough no more please to be brutally honest I have not been in town since June 23.but if you want to make Jeff Bezos even richer to the cost of our city keep this up

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 January 2024 21:01
To: TrafficManagement
Subject: Bus lanes/gates - objection

I object strongly to the provisional arrangements that have been in place since August 2023.

This has caused congestion on roads that are not suited for resultant diverted traffic (particularly as a result of the no right turn at Union Terrace).

There is no benefit to the city centre businesses through these measures.

Bus gates on Bridge Street are unnecessary.

I believe these measures have discouraged the public coming into the centre of Aberdeen with resultant loss of footfall for businesses. Bus travel will only be encouraged if there is a reason to come into the centre - which I feel these measures have impacted negatively.

It has also caused considerable anxiety and stress for disabled and elderly drivers and passengers.

Open up the city please to cars.

Ulez is also detrimental for our city - and disproportionately impacting the less well off in our community.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 17 January 2024 21:47
To: TrafficManagement
Subject: Bridge St Southbound from Union St

Dear Sir/Madam

The Bus gate in this location provides no practical use. If anything it represents a trap, where drivers have no way of not going through the bus gate when they realise that it's a bus gate.

It also prevents use of the internal loop under Union Street. What is the purpose when traffic travelling North from the Arches have free access.
Suggest scraping this bus gate.

Kind Regards

[REDACTED]

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 January 2024 22:56
To: TrafficManagement
Subject: Bus gates

I really don't think these bus gates help the city centre, are not clearly defined and confuse people.
Is it a cash grab scheme or a way of improving the city centre which is obviously on its knees?

Best Regards

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 17 January 2024 23:01
To: TrafficManagement
Subject: Bus Lanes

The officials who instigated this are ruining the city centre infrastructure and this flawed and overbearing policy must be reversed

This city needs a vibrant and busy city centre with large footfall in order for retailers to be able to trade profitably, the bus gate installation deters this.

It is now almost impossible for elderly, frail and disabled people to get to both the bus and train stations without having to make convoluted arrangements to get there, how can this be construed as being user friendly or progress?

Please reverse this nonsense and allow businesses to trade successfully and the public to move freely without falling foul of poorly fabricated and iniquitous traffic regulations.

You know it makes sense.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 17 January 2024 23:13
To: TrafficManagement
Subject: Aberdeen City - Experimental Bus Gates

Dear sir/madam,

I'm writing to share my views on the above trial period. I own a property in Ferryhill and tend to walk into town frequently although do drive to the further reaches of the city centre and to get North, it's an essential way to travel.

Firstly, I'm a firm believer in promoting public transport as a means to make the city centre accessible (and, for that matter the concept of the ULEZ) I was interested to see how the changes would improve this and was prepared to wait to see the results.

The results have had an overwhelmingly negative effect on the city centre. There has been a dramatic reduction in footfall in all of the shops, bars and restaurants I've been too. The town 'feels' quieter and less vibrant as a result. In addition, the alternative routes required in the absence of the city centre have become even more congested and just added to the frustration of drivers.

When I occasionally use the bus services, I find them incredibly expensive and there has been no attempt/initiatives to address this or provide alternatives. The vast majority of bus users, in my experience, are those who have it subsidised in some form or other.

I have mixed feelings about the viability/benefits of other initiatives such as pedestrianisation or one-way systems such as Glasgow but there has to be an alternative sought as the status quo just isn't working.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 00:01
To: TrafficManagement
Subject: New bus gates

Dear sir/madam

I understand the new bus gate might be making the council a lot of money but in reality it just makes people stay away from driving in the city and makes it difficult to make deliveries in the area concerned.

At this moment in time the city centre needs people to come in to town not stay out of it. Have you seen the state of union street? It's an absolute shambles all the empty shops etc so that itself doesn't encourage people to come in to town! Aberdeen has become an embarrassment of a city. So far behind all other major cities in the uk. It's about time the council actually invested in making the city centre thrive again. But it just seems the council just want to kill it! Kudos on that. You put bus gates where it's not really necessary. The city centre need to be accessible and ease of use no matter how you travel.

Kind regards

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 00:24
To: TrafficManagement
Subject: Objection to the experimental bus gates in Aberdeen City Centre.

Evening

I wish to lodge my objection to the above titled city centre bus gates.

With the majority of the population currently being severely impacted by the financial crisis affecting the country, I believe that by putting in further barriers to people accessing the city is not only going to be detrimental to the cities reputation but also the few stores who are actually still trading in Aberdeen.

Having lived and worked in Aberdeen for a number of years it is extremely sad to see the once vibrant main shopping street lying with derelict vacant shop spaces. So much money was spent on Union Terrace Gardens however people are not going to have the disposable income to be coming in to gardens with only a wine bar and be able to do nothing in the city. Numbers of people being able to afford luxuries etc such as the theatre have reduced and by having bus lanes and LEZ in the city centre soon no one will bother coming into city soon it will be more cost effective to travel to another city if a few people are going.

Not everyone is going to be able to utilise the city due to physical and mental health. By preventing people bringing private vehicles into the city anyone who struggles with mobility may not be able to access public transport. Since the covid19 pandemic there has been a large spike in the number of people who are impacted by their mental health and people may not feel comfortable being in an enclosed space with numerous strangers. Therefore this is only two groups of people who will stop using the city centre as public transport is not appropriate. Aberdeen City already has some of the most expensive parking in Scotland.

The lack of shopping experiences in the city also is a factor why people are not using the city centre so putting in more barriers to people wanting to visit the city centre is further reducing footfall.

Then moving on to employment people who work in the city centre and perhaps work outwith there being public transport running i.e. cleaners and low skilled workers are further being penalised as if they cannot use public, are not able to use their vehicles then people are being forced to give up employment. There is a push at present for people to be getting back into work however the cost of public transport is another factor for people to now have to take into consideration. For workers who are based in the city centre however have to do a hybrid between office and home visits they require their vehicles as the pressures on workload don't allow for the extra time needed to be waiting on public transport.

I understand that the city council may want to reduce transport in the city however I think before doing this the council have to put the time and energy into rejuvenation of the city. The buses cause high levels of pollution their sheer size is not appropriate for all the streets and the cost for a family of 4 to use public transport could be 3 or 4 times what it would be to park in a city centre location.

People coming in from Aberdeenshire could've their days extended by a few hours by having to use public transport - there are not a lot of train stations in Aberdeenshire so people have to rely on buses and by time they have travelled all around the area a car journey which can take 20 minutes can be an hour and a half on a bus and their are limited services depending on where they live which again comes back to people who do not work office hours. NHS workers, cleaners, factory workers.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 05:59
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Dear sir/madam

In reference to the above consultation, and whether the temporary measures should remain enforce, the below is my current opinion:

1. The rationale for providing cycling and enhanced cycling access is fundamentally flawed. No cycle lanes have been created and all that has been asked is that cyclists cycle along part of the main roads. but that they remove some of the cars. As a cyclist myself, I am quite frankly more concerned about buses than I am about cars. The city will not be a cycle friendly city until true cycle lanes have been installed.

2. no right turn at Union Terrace. I see no rationale for this there is never a traffic issue and what has happened is it requires vehicles to travel a greater distance and therefore emit greater emissions than allowing this in the first place. Was a camera installed to record the car numbers ? can the number of cars that use the right turn be made visible to the public. as stated above, I never experienced any congestion issues with this and don't believe removing this has a material impact to cyclists or buses.

3. General point. Whilst I applaud the wish to remove private cars from the roads around the city centre, the reality is that this only works when you have a robust public transport system. I myself live in Kingswells. There is no public transport at a weekend and therefore I have no option but to take my car in. With the other ongoing consultation on cutting within the council at the moment, there is a suggestion to remove the park-and-rides which would make the situation significantly worse. Fundamentally there seems to be lack of joined up thinking between the different parts of the council and this really needs to be resolved to provide the maximum benefit to the people of Aberdeen.

4. Further on the buses, there has been little or no improvement on the reliability of the bus service with these bus gates being installed. That is based on the buses around about 4:30 /5.00 from Broadstreet/Littlejohn Street going to Kingswells. I have in fact complained on three separate occasions about buses, just not turning up and was advised that this is due to driver shortage. This again goes back to my point that you need a reliable public transport system before you can implement restrictions to the city centre.

On this bus situation, it is very disappointing to see that there is no joined up, thinking on providing public transport system at a suitable time after the Robert Gordon's College finishes for the day. Putting a bus on five minutes after the school finishes prevents children actually getting on that bus and therefore having to hang around for 45 minutes before the next bus really is shocking. When I first moved to Kingswells in 2006, there was a bus every 15 minutes to and from town, and I used it regularly. Until bus services improve and are reliable and frequent It is not going to solve the problem of wishing to remove private cars from the roads.

5. it is my view that these restrictions fundamentally have a greater negative impact on the footfall within the city centre and therefore the overall economy of the city centre & businesses than and the benefits and need to be rethought until you have improved the public transport system.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 08:08
To: TrafficManagement
Subject: Bus priority road layout

Dear Traffic Management,

I have followed links to the consultation to find there is no questionnaire, just this email address. I'm unclear if this is to reduce responses as people generally value and respond better to a questionnaire format. It also assists with collation and theming of results. Anyway, if I've missed this, please provide a clearer link to me.

I live in Aberdeen but have generally never driven around the centre. I do however drop off and collect people from College Street car park for the railway station. I also use this opportunity to do shopping but my one and only route is now a dreaded one.

I drive under the Denburn and turn left onto Wapping Street. It used to be the right hand lane, then with introduction of bus gate the road markings changed to left hand lane, but road sign still the same. Now the sign has changed and looks like back to the right hand lane, but road markings not changed. No one really understands how to approach this junction it seems, but I am more bewildered that expert sign designers have been unable to create a clear sign.

The anger from motorists and the stress is unbearable. I have now stopped this journey where possible which is inconvenient at best, and decreases my in store shopping.

This is my experience of one change only but I hope it goes some way to informing improvement. Even if your department and management believe this junction's lineage and signage to be clear, please be assured it is not. It needs a bigger clear sign so even all those breaching the speed limit can see.

Best regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 08:15
To: TrafficManagement
Subject: Bus gates

Good morning,

I'd like to express my frustration and feelings re the bus gates/ulez.

It's 100% put myself and my wider family off visiting the city centre. Public transport is unreliable and also too expensive.

The routes have been confusing for far too many.

The lack of footfall is killing our city.

[REDACTED]

Have all had to close the doors and they cited the pedestrianisation and bus gates as a major reason. 3 local businesses killed in two weeks.

It must change and we must do better

Regards,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 09:25
To: TrafficManagement
Subject: Objection to bus gates

I would like to object to the bus gates in place in Aberdeen city centre. I received a fine from the union street bus gate after covid (i come from fraserburgh and hadn't been aware of restrictions, signs blocked by double decker busses) Since then i have been wary about driving in aberdeen city centre and these new bus gates have made it impossible to comfortably drive through to go shopping. I know for a fact im not the only person. Therefore i think for shops to survive in aberdeen these bus gates need to be removed.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 09:27
To: TrafficManagement
Subject: Bus gate objection

To whom it may concern

I would like to place on record my objection to the bus gate plan that is being trialled.

This is proving extremely detrimental to the retail and restaurant business. It is effectively splitting Aberdeen in two. People are going to Union Square or Bon Accord. The continued loss of businesses in Aberdeen City Centre should be telling the council that instead of closing/limiting access they should be opening up opportunities for increased footfall.

I'm quite sure that Aberdeen Council are in need of money, as every other council in Scotland is, and the increase of empty retail outlets can only be adding to the burden. The news that M&S are closing their largest store is a massive blow to Aberdeen and certainly won't entice people to venture into the City Centre.

What a shame that Aberdeen City Council cannot see the damage they are doing.

Yours sincerely

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 09:34
To: TrafficManagement
Subject: Bus Gates

I work in Aberdeen City Centre & live in Bridge of Don. I use my car to travel to work as the journey home by bus is too unreliable. I have a child to collect from school so if the bus does not turn up on time (which is often the case) I am late to collect him. The new bus gates make it a nightmare to get to work. I work in a retail store and have notice a big downfall in the amount of customers since the bus gates were started. I know many people who will no longer come into town because the bus gates make it so difficult. So many city centre shops, cafes & restaurants have closed over the last few months. Union Street used to be such a bustling place for years & now it's empty of shops etc & people.

I really hope you re consider the bus gates, they are only causing more problems for the city centre.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 09:42
To: TrafficManagement
Subject: Bus gate objection -no safe train station drop offs outwith Union Square hours.

Good morning.

I'd like to put an objection into the bus gates around Guild Street/union square.

The bus gates prohibit access to dropping passengers off at the train station outwith union square hours.

Coming from the North of the city, I often have to drop my 15 year old son off for a train very early in the morning. There is no public transport available to allow him to travel in himself so I have to drive him in.

Union square is closed so I can't drop him there to walk through to the station.

South College Street car park is still dark that time of the morning and certainly not somewhere I'd drop my child off at.

The only option is to drop him at the Guild Street Union Square/station entrance.

This then results in having to go through a bus gate.

I can't even drop him around the Market Street area as again there are bus gates.

I don't think any thought what so ever was put into the introduction of these bus gates. It's just another way of making money and stopping people travelling into the centre.

I really do hope the gates are reconsidered.

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 10:02
To: TrafficManagement
Subject: Bus gates

Good morning,

My feedback on the bus gates is that they are completely pointless, they serve no benefit to our city whatsoever and local business are suffering as a result of them.

I think you will struggle to find anyone who thinks they are a good idea.

Kind regards,

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 09:45
To: TrafficManagement
Subject: Experimental Bus gates

Good morning

I'm replying to your request for feedback on the above, and want to express my absolute disgust at your decision to introduce this.

Since returning to Aberdeen in 2020, I've been bitterly disappointed with the decision making of the city council as a whole.

This move has already impacted how we can travel to the city centre and we do not travel in now unless absolutely necessary. The current bus service in my area is infrequent. Parking is horrendous and very expensive and your decision is killing the footfall that businesses need to survive and yet, you inexplicably seem to ignore their appeals. I want to make my objection clear and to ask you reconsider your position.

Regards

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 10:05
To: TrafficManagement
Subject: Time to remove the bus gates

Hi,

I am getting in touch to vent my frustration at the bus gates in the city centre. As someone who travels daily from the north of the city through to the south these bus gates are very much a nuisance with no clear added value I can identify.

They force me to either sit in guaranteed traffic every morning along Virginia street as people have no option but to sit on this street once they are on it, or take a much longer, much more expensive journey in terms of fuel and car mileage along the AWPR which surely goes against one of your intended intentions for the bus gates in reducing overall emissions.

Another bar has closed in the city this week citing a reduction in footfall and attributed that to the bus gates as well. M&S announcing their store closure for next year combined with John Lewis and Debenhams closing their stores there has been a steady decline across the city centre and I feel the latest bus gates are contributing to and even accelerating this decline and they need to be removed as a priority.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 10:08
To: TrafficManagement
Subject: Bus gates in Aberdeen city

Good morning,

I wanted to provide some feedback regarding the bus gates recently introduced into the city centre. I acknowledge that the bus gates are there to help reduce cars and pollution in the centre of the city however for myself in particular this cuts me off from specific areas and also requires me to take a longer route to other areas within the city centre causing more pollution and time in the car, the bus gates and continual changes have meant that I no longer visit the town centre and order items online therefore impacting on the closure of businesses, especially those businesses that are local to Aberdeen themselves. Instead of making the city centre inviting and bustling with business, the changes that have been made over the years have had a huge impact on local business, shoppers willing to go into the centre because it's not enjoyable and therefore filling the high street with empty shops and unemployment.

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 10:12
To: TrafficManagement
Subject: Formal Objection to City Centre Bus Gates Implementation

[REDACTED]

18/01/2023

Traffic Management & Road Safety
Operations & Protective Services
Aberdeen City Council
Business Hub 11, Second Floor West
Marischal College, Broad Street
Aberdeen, AB10 1AB

To the committee, councillors and all others it may concern,

I am writing to formally express my objection to the proposed continuation of bus gates in the city centre. While acknowledging the city's commitment to advancing public transportation, I contend that the current plan carries significant risks, particularly in terms of its adverse impact on local businesses and the city's overall vibrancy.

Firstly, the implementation of bus gates raised substantial concerns about its potential to curtail city centre footfall - a fear which has been realised by volume of business closures. Such restrictions on vehicular access stand to dissuade prospective customers from utilising local businesses, leading to a decline in sales and economic activity. This ripple effect could (and some would argue has already begun to) pose a considerable threat to the commercial viability of our city.

Secondly, the logistical ramifications of the proposed bus gates on businesses, especially those reliant on a seamless transportation network, cannot be understated. Restricting access to crucial routes can impede the timely delivery of goods and services, disrupting the delicate balance of supply chains and potentially incurring additional operational costs. This warrants careful consideration to prevent unintended repercussions on the city's economic landscape.

In addition to these concerns, there is a pressing need for the Aberdeen City Council to consider the potential city centre 'lock out' of certain demographics. The prohibition of vehicular access - combined with a public transport network that is frankly not fit for purpose - has disproportionately affected elderly, disabled and remote patrons. This aspect demands careful examination and mitigation measures to ensure true inclusion and equity within the city the community. I urge the council to explore alternative solutions that harmonise the imperative of enhancing public transportation with the preservation of a thriving business environment. Meaningful engagement with local business owners and inclusion charities need to be considered to facilitate the development of a more nuanced and comprehensive strategy that safeguards the interests of all stakeholders.

Furthermore, while recognizing and endorsing the importance of environmental measures, it is crucial for the council to integrate these initiatives seamlessly. Considering the commendable efforts such as 'Aberdeen Adapts' and the commitment to achieving Net Zero, there is an opportunity for the council to develop a transportation strategy that aligns with these broader sustainability goals. By fostering an approach that harmonises environmental considerations with economic vitality, the city can exemplify a holistic commitment to a resilient and sustainable future.

In conclusion, I implore the Aberdeen City Council to reconsider the implementation of bus gates in the city centre, bearing in mind the multifaceted concerns regarding footfall, business operations, public transport and overall economic vitality. Your thoughtful deliberation on these matters is crucial, and I trust that the council will seek a judicious and inclusive resolution.

Thank you for your time and consideration.

Yours sincerely,

A resident, stakeholder and taxpayer.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 10:39
To: TrafficManagement
Subject: Bus gates etc Aberdeen City Centre

The bus gates have done nothing to improve Aberdeen in any way. Traffic has been pushed into street that are unsuitable for the amount of traffic that it now forced to use them, e.g. John Street, Rose Street, etc. Travel time is taking longer therefore more fuel is used only creating even more pollution across the city.

The city centre is hardly accessible especially for the elderly and disabled. Due to lack of footfall retail in the city is declining. Yes we have Union Square but with inadequate amount of parking spaces which are expensive. The city bus services are not nearly good enough and with parking sometimes being the cheaper option no wonder people use their own transport.

Aberdeen is the largest shopping and business centre serving a large rural area it should be for the benefit of all, it could be encouraging footfall, it should be encouraging tourists by making it user friendly.

The bus and train station area is a disgrace, no dropping off or pick up points again making it more difficult for everyone to access public transport, however many ourselves included are happy to get on a bus and travel south for shopping rather than spending money in a moth eaten Union Street and pay the extortionate fee for parking in the city. Yes it just might cost more to travel but it is certainly worth it to shop in a better urban environment with more choice and not feel that you are being ripped off by a parking company or your own council.

Please consider these issues for the good of Aberdeen.

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 10:46
To: TrafficManagement
Subject: City Centre Experimental - objection

Dear Sir / Madam,

I wish to make my views known regarding the city centre experimental. I am someone who lives a 20 minute walk from Union Street, so this is my anecdotal feedback.

In the last few days I have heard of several businesses - M&S St Nicholas Branch, Olive Alexanders restaurant, Haigs on Schoolhill - all closing and all citing the same reasons, lack of footfall in the city centre. It seems to me that your 'experimental' is ripping the heart out of Aberdeen and is doing untold damage. Why aren't you listening to businesses? Today alone I've seen both Annie Mo's and Charles Michies, long-standing Union Street business owners, asking people to send in their comments. At what point do you start listening, perhaps when the whole of Union Street is empty?!

I have no objection to Union Street between Union Terrace and Market Street being car-free, but as for all the bus gates, these are confusing for people and driving them away from the city centre. What will it take for the council to backtrack on this decision? Before we know it Union Street will be home to nothing but vape shops, phone repair shops (I'm sorry, but how do can these outlets possibly afford the rent if they're not a cover up for something else?) and eateries. The only people that the fast food eateries are benefiting are JustEat and Deliveroo delivery people!! The same people who don't observe rules that the rest of us have to follow, driving around on mopeds that they call push-bikes, parking on pavements, generally being an absolute nuisance. You're driving 'normal' people away from the city centre, on top of takeaway delivery people, all I see are young neds in North Face jackets, again being absolute nuisances. And don't get me started on the drug addicts who hang around town, particularly outside M&S, no wonder they are doing a flit!!!!

Aberdeen must again be accessible to drivers, I totally appreciate that this is partly for environmental reasons, but you're only pushing the drivers to outlying areas - they don't stop driving just because they can't come into town easily!!! Our public transport is not affordable, or reliable enough, for people to be reliant on it alone. There's also no availability of public transport in an evening, so people are stuck, not wishing to come into town to be faced with bureaucracy.

Please, please, please stop killing our city centre!!!!!!!!!!!!!!

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 18 January 2024 10:53
To: TrafficManagement
Subject: Bus gate consultation

To whom it may concern feedback for bus gate consultation

I wished to pass on feedback for your ongoing bus gate consultation. I think the bus gates and way they have been promoted to drivers has been problematic.

There may be good rationale for introducing bus gates, although there is little information detailed in the consultation about why they should be used and what the actual reasons for them and foreseen benefit could be. I think having information about those points and sharing them with the public may have helped people better understand why they have been introduced.

I don't think there is clear enough signage for the bus gates near the harbour and train station to tell drivers they are approaching bus gates as most of the signs/road markings are at a point where it is too late and drivers will be stuck in that lane with no choice but to drive through. Ideally there should be road signage on the approach advising which lane drivers should be in to avoid bus gates. I see little point in only having this when it's too late.

Finally I think having signs on the outskirts of the city centre saying bus gates in operation but with no information about where is unhelpful and also makes people wary to drive in the centre in case they drive into them. Information about road changes is helpful but surely only when it has some detail about where these are. I've heard many people saying they're avoiding the centre as they are worried about driving into them, so I wonder if better information about where they are on the road signs would be more useful than blanket information that puts people off.

I've heard many people talking about avoiding the city centre since these bus gates have been in operation so there's a real worry about the impact on independent businesses in the centre, is there impact studies going on in consultation with businesses around this?

It does also seem that the route of bus gates around the train station/harbour/market st does make it quite difficult to drive around that area and in particular on nights when there's football at pittodrie it seems to have led to worsening traffic jams in other areas around the centre. The routes that are now bus gates would have been the way many people drove to pittodrie. Has there been consideration of the impact of traffic congestion on other parts of the centre when there are high levels of traffic going to pittodrie? If not it would seem like that should be part of planning process, if it was it would be helpful to include in the consultation so we can understand it.

Many thanks

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:03
To: TrafficManagement
Subject: Bus gates, the LEZ, and the future of the city centre.

The news that Marks and Spencer is closing its store in the city centre and focusing entirely on enlarged premises in Union Square emphasises issues in the current and proposed plans for traffic management in the city centre and their impact on the viability of city centre retail premises.

Access from the north of the city to Union Square is severely inhibited by the inclusion of Victoria Street in the LEZ.

Access to Union Street from Union Square is inhibited by the absence of any elevators/escalators other than those in the Trinity centre car park - which are not intended for more general use.

The proposed bus gates in the city centre are a further disincentive to visiting the city.

The balance of interests needs to be reconsidered.

[REDACTED]

Robert Gordon University, a Scottish charity registered under charity number SC 013781.

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Thank you.

[REDACTED]

From: [REDACTED]
Sent: 18 January 2024 11:08
To: TrafficManagement
Subject: Feedback re Bus gates and travel in and around city centre

Hi,

Feedback regarding my situation now the bus gates have been implemented.

When the bus gates were first installed it was very confusing and their appearance almost overnight did not help. In my situation I found once you saw a sign that you were about to enter a bus gate there was no other route to take and you were forced to continue. I encounter this in a few areas of town before the fines went live. During the grace period before fines went live I stopped driving into town. Instead I now drive to Union Sq park my car there or just avoid town altogether. It's very unfortunate as I know that during Xmas I would have previously shopped in town for much of my Christmas presents, this was avoided, my sons used to go to a barbers in George street however given the carry on to get to that side of town now from the south we have stopped using the small business and have gone elsewhere amongst other things. It's unfortunate as I would normally support small business but we just struggle to access now.

Buses, when they do turn up, are usually full of teenagers who are rude and disrespectful. There is an avoidance of the use of buses within our household due to the intimidating nature created by so many teenagers.

Union Street is now a ghost town, when you do walk along it shops have disappeared. There are buses everywhere with smelly fumes and it's just a horrible place to be. Not to mention the congregation of all our local 'drug dependant' people outside st Nicholas which makes for a very uncomfortable walk.

All in all, the new bus gates in my experience have been a disaster, it's made me and others I know avoid town which has obviously hurt a lot of businesses who aren't situated within union square and gives no hope for the future of our town centre with more and more businesses struggling due to lack of footfall. I think a serious rethink of the bus gates and the future of our town is needed by ACC.

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:13
To: TrafficManagement
Subject: Objection to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

To whom it may concern,

Please take this email as my formal objection to the traffic management measures on certain roads in Aberdeen imposed by the 2023 Order referred to in the email subject line above.

It is having, and will continue to have, a catastrophic effect on the city centre and should not be made permanent.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:24
To: TrafficManagement
Subject: Bus gate

Bus gates stink.

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:30
To: TrafficManagement
Subject: Bus gates (experimental plan)

Please reconsider!! The heart is being torn out of Aberdeen



Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:31
To: TrafficManagement
Subject: Bus gates / traffic management in city centre

The bus gates on Market Street, and Bridge Street, plus the no right turn from Union Terrace to Schoolhill is an absolute disaster for retail / entertainment in the city centre.

Please scrap them asap.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:40
To: TrafficManagement
Subject: Bus gates

Dear Sir/madam

I am not enjoying the new bus gate system, very detrimental to the city centre.

Disabled/elderly people cant get to other shops if they are not able.

Union street is just a nightmare at the moment, with shops closing down or moving to Union Square.

Our main shop M&S is closing soon.

No-one will want to go into town anymore.

Just my opinion.

Thank you

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:42
To: TrafficManagement
Subject: Against the bus gates

Hi,

I am writing to express my views over the Aberdeen Bus Gates. I am strongly against them, there is no need for them and all they have done is drive people away from the city centre. I now have to take a much longer route to get lots of places and all the alternative routes are much busier, especially Holburn Street.

Thank you

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:57
To: TrafficManagement
Subject: Experimental Traffic Order/ Bus Gates in Aberdeen City Centre Closes 23 Jan 2024

Hi,

I am so disappointed the Council are killing the City Centre rather than helping to improve the city.

- The temporary experimental traffic order is killing the city, this needs to be removed. The Council need to HELP not DESTROY the Aberdeen City Centre Businesses.
- The council need to listen to the people of Aberdeen.
- The council need to listen to the local businesses who are still trying to make this city a wonder place to visit/shop/eat out etc.
- You've managed to run John Lewis from the city centre now the St Nicholas M&S is closing in 2025.
- Time to rethink before you completely run our wonderful City.
- HELP REVIVE OUR CITY, HELP LOCAL BUSINESSES AND LISTEN TO THE NEW COMMUNITY LED ORGANISATION "OUR UNION STREET"

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 12:19
To: TrafficManagement
Subject: Objection

I object to the traffic measures which are ruining our once lovely Union Street.
It is very difficult to access the area. No thought for elderly or disabled.

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 12:21
To: TrafficManagement
Subject: Busgates

I hereby object to the introduction of busgates by Aberdeen City Council and would vote for them to be scrapped

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 12:28
To: TrafficManagement
Subject: As a regular visitor to Aberdeen City Centre I hereby object to the introduction of Busgates by Aberdeen City Council.

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 12:30
To: TrafficManagement
Subject: Bus Gate

Since the whole union street closing/bus gate shenanigans has been implemented the city center has been in nothing but decline. You cannot freely drive anywhere in the center without worry if "can I drive down here, will I get a fine?" In your head. Nothing is easily accessible anymore.

The city center has been completely ruined by this.

Please for the sake of sanity get rid of all this bullshit and make Aberdeen center a place people want to visit.

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 12:32
To: TrafficManagement
Subject: Traffic Management Experimental Order 2023

I wish to OBJECT to the Aberdeen City Council Traffic Management Experimental order 2023 on the grounds that it is detrimental to business in the city centre and will result in further businesses shutting down and leaving the city centre. The bus gates are dissuading people from coming into the city for fear of being fined and rendering access difficult.

As someone who has lived in the city or shire for over 50 years I am saddened to say that I now avoid coming into town to shop or go to restaurants. The city centre is being destroyed by this policy which needs to be reversed.

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 18 January 2024 12:43
To: TrafficManagement
Subject: Aberdeen traffic and bus gates

I understand your primary objective is to reduce car traffic by 50% in Aberdeen City Centre. I'm sure you are well on the way to achieving your primary target.

Are you not concerned about the carnage it is causing to our city centre. Firstly John Lewis now M&S closed as we have a massive reduction in people wanted to come into the city.

To visit Aberdeen's 2 best attractions, UTG then the beach, it is almost not possible due to parking constraints and bus gates stopping all access between the two.

To believe you stop cars entering and everyone will flock into town on buses to drink coffee in a pedestrianised Union street is living in cloud cuckoo land. Most of the young people I speak to avoid it and drive to Duthue Park etc due to free parking, coffee and child friendly stuff available.

Apologies for my rant but strongly desire for the city centre to be a success .

Remember the middle of the sahara desert has zero emissions and we may successfully replicate that here in Aberdeen city centre quite soon .

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 12:48
To: TrafficManagement
Subject: Bus gates

Dear Sir/Madam,

I am writing to object the continuation of the bus gates in Aberdeen city centre. They are driving people out of the centre and people are spending their money elsewhere. They are making journeys a lot longer and convoluted and causing more emissions into the air. It hasn't made me want to take the bus into town anymore than before they were installed and is therefore not doing what they are meant to do.

I hope they get abolished ASAP!!!

Kind regards

[REDACTED]

[Sent from Yahoo Mail on Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 12:50
To: TrafficManagement
Subject: Bus gates

Hi I'm wondering why making peoples journeys with the bus gates in place longer is a benefit to anything I just can't get my head round why this is a step forward when all it's doing is keeping people out of the city centre because it's hard to know which roads you can use, you can go down bridge street but you can't go up just baffles me Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 13:25
To: TrafficManagement
Subject: Objection to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023'

To whom it may concern,

Please take this email as my formal objection to the traffic management measures on certain roads in Aberdeen imposed by the 2023 Order referred to in the email subject line above. It is having, and will continue to have, a catastrophic effect on the city centre and should not be made permanent.

Regards

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 13:35
To: TrafficManagement
Subject: Subject: Objection to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN)
(TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023'

To whom it may concern,

Please take this email as my formal objection to the traffic management measures on certain roads in Aberdeen imposed by the 2023 Order referred to in the email subject line above.

It is having, and will continue to have, a catastrophic effect on the city centre and should not be made permanent.

Regards,

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 13:46
To: TrafficManagement
Subject: Bus Gates

Re the above, can someone explain the thinking behind the following please:

1. No right turn from Union Terrace to Rosemount Viaduct- this offers nothing by way of traffic flow and indeed forces traffic onto surrounding smaller roads for this who wish to travel towards Schoolhill or Blackfriars Street (side of art gallery)
2. Bus gate from South College St onto Bridge St. Again, this offers nothing by way of traffic flow or expediency.
3. Now that Guild St has no congestion due to the bus gates, why are buses that currently use Union St between Market St and Bridge St not directed to use that route?
4. Why can't vehicles use the section between Castlegate and Market St (other than you've put bus gates in).
5. No right turn when exiting the area in front of Robert Gordon's school. You are simply forcing people down a narrow road to drive round the back of the school if they want to go onto Rosemount Viaduct.

The consequences of these decisions are very detrimental to the public and the economy who are suffering as a result.

I look forward to hearing from you along with the reasoning and methodology used to substantiate the decisions to put these in place.

Regards

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 13:48
To: TrafficManagement
Subject: Objection to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

To whom it may concern,

Please take this email as my formal objection to the traffic management measures on certain roads in Aberdeen imposed by the 2023 Order referred to in the email subject line above.

It is having, and will continue to have, a catastrophic effect on the city centre and should not be made permanent.

Kind regards,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 13:52
To: TrafficManagement
Subject: Bus gates

To whom it may concern.

I'm writing to tell you of my concern over the new Aberdeen city bus gates. These gates are stopping me using the center of Aberdeen for my shopping and I avoid this area at all costs now, and head to Westhill or Inverurie. It's very obvious by the closing of local businesses that this move has been dire for the shop owners and restaurants.

I as a citizen of Aberdeen object to these bus gate being a permanent fixture in our city.

Regards [REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 13:52
To: TrafficManagement
Subject: Aberdeen city roads + bus gates

Good afternoon

With so many local businesses being affected by the mess of the new city centre road layout, I feel I have to email to complain.

You say you want to reduce carbon emissions from cars hence the reason you've pretty much cut off the city centre to cars. It's ridiculous! With the new bus gates around guild Street area , no access to union street / king St, it has made my journey to work harder. I now spend twice as long with my car engine running which surely is the opposite of what you're trying to achieve! People aren't using your public traffic to get to the city centre... . They're simply not bothering ! So on one hand you may think this creates a cleaner air around the city centre, however what you've actually done is shut down the city centre. It's almost as if Aberdeen City Council doesn't care about local businesses and community.

I could write so much but would like to keep it short so my email actually gets read! You have made it so difficult for the people of Aberdeen to get around and you're not listening to them. People are complaining left right and centre on FB forums yet I guess thats not an official way of complaining so it's ignored.

Please rethink the closure of union Street and the closure of guild Street/ Bridge Street. People HAVE to commute to work, all you've done is move the problem, not fix it !

I would like to see a more public survey asking people the effects these road closures and bus gates have had - I don't mean multiple choice whereby you're forced into choosing the best answer, I mean an open survey that people can show you howucj you've increased traffic!

I hope the people of Aberdeen are listened to

Yours faithfully

[REDACTED]

Sent from Samsung Mobile on O2

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 13:59
To: TrafficManagement
Subject: Urgent Appeal to Reevaluate Traffic Management Measures in Aberdeen

To whom it may deeply concern, I am reaching out to passionately convey my objection to the current traffic management measures in Aberdeen as outlined by the 2023 Order. The impact on our cherished city centre is truly disheartening, and I fervently implore you to reconsider the decision to make these measures permanent. Aberdeen has always occupied a special place in my heart, yet recent changes are diverting people away from its lively core. I propose a more thoughtful transformation of specific areas, emphasizing the importance of encouraging the community to embrace and support local businesses. Formerly, I swelled with pride for Aberdeen, but the present trajectory, driven by council decisions, is gradually eroding that sentiment. I earnestly urge the councillors responsible for these choices to stroll down Union Street, witness the effects firsthand, and recognize the imperative to redirect people back into the heart of the city. Let us not permit Aberdeen to devolve into a mere city; instead, let it thrive as a dynamic and inviting hub. Your reconsideration of these traffic measures can undeniably play a pivotal role in preserving the very essence of our city. Kind regards, [REDACTED] Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 14:16
To: TrafficManagement
Subject: 'Bus Gates / Lanes' will be established:

Dear Sir / Madam

I wish to register my strong objection to the Bus Gates / Lanes which you have recently introduced to our City.

At a time when Aberdeen needs to do all possible to attract and encourage people to come to our City Centre, this plan if made permanent is most likely to deter many visitors. While accepting there are environmental issues that need to be addressed I would like to understand the following:

1. What consultation was completed in advance of the trial with citizens of the City and Shire? The council are there to represent the citizens of Aberdeen have you any evidence that supports a majority of citizens wanting the bus gates?
2. What consultation has been completed with city centre business owners like retailers, restaurants, entertainment venues and so on that makes a case for the introduction of the bus gates improving business?
3. What was in place to measure traffic levels in advance of the bus gate introduction for the roads which are now being promoted as alternative routes? It's all very well that traffic will undoubtedly fall where there are now bus gates, but how are you measuring the impact on the other roads?
3. Do you really believe the bus gates will attract more people into our City Centre? If so what is the evidence to support this?
4. Cars are becoming more environmentally friendly and with the subsequent introduction of zones which will restrict the more polluting cars why go further with the introduction of bus gates?
5. How did you determine that cars wishing to make a left hand turn from Union Terrace onto Rosemount Viaduct made any sense whatsoever?
6. Based on the population of the City and Shire what percentage of people are solely reliant on buses as opposed to those having access to private cars?
7. Are the bus companies providing any funding towards this trial given they could be the main financial beneficiaries?
8. What is / was in place to measure bus passenger levels and adherence to the published bus timetables pre and during this trial. I live in the city centre and already use bus, private car and walking to access the city centre. Whilst it is early days I have seen no improvement in my bus being on time since the gates were introduced.

Despite what is claimed the bus gates are in fact very anti car and give an impression that you do not wish people to come into Aberdeen unless it's by public transport, bike or on foot. Having closed Union Street you have now taken away the potential parallel alternatives of Guild Street and Schoolhill making city centre navigation challenging even for locals. Goodness knows how visitors are expected to manage. How many more shop and business closures in the city centre will it take before you realise you need to be doing all possible to encourage people into our city by allowing easy and cost effective access by the means that best suits their needs?

The idea that if you make car access difficult people will be forced to use an alternative option is correct, trouble with that is the alternative will often be to go elsewhere. Union Street has become like the old postcard picture showing a deserted street with the caption 'Flag day in Aberdeen'. While flag days have long since gone our prime city street has never been quieter with so many empty units.

You are letting the environmental card completely influence your decision making. While improving/ protecting our environment is important it must always be done with an equal view on the urgent need to revitalise our City Centre. Bus lanes, ever restricted and expensive car parking and now bus gates, has any of this resulted in more people being encouraged to come into our City Centre?

I appreciate your time in reading my message and hope you carefully consider the points I have raised before deciding if this trial should become permanent.

Regards

A large black rectangular redaction box covering the signature area.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 14:33
To: TrafficManagement
Subject: Bus gates in Aberdeen City

Dear traffic Management and Road Safety Dept.,

I am writing to object to the road changes made by ACC to Aberdeen city centre. Specifically, the nonsensical bus gates which appear to have been established as a deterrent to anyone hoping to visit, shop and enjoy the city centre.

The local-access-only-roads, the bus lanes, the bus gates, the pedestrian only roads, one-way only roads... the list is endless. Due to these changes installed by ACC, a once-thriving city centre is now a ghost town, populated only by hooded Deliveroo drivers on electric bikes.

The mass confusion surrounding the bus gates installation has resulted in members of the public shopping elsewhere, in local shire communities, leaving local Aberdeen city businesses struggling beyond belief. Many road-users are terrified to drive into the city due to the threat of fines from the ridiculous new rules, many of which are very unclear. It's unnecessarily stressful. And those who do visit via car are being forced to use the smaller and less-used back roads, thus emitting more emissions and fuel than necessary whilst trying to navigate what should be a straightforward journey from A to B.

I ask you to rethink the decision, and to reopen Union Street and the streets surrounding Guild street to all road users. If you want to try and save Aberdeen City Centre, start here.

Regards,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 14:48
To: TrafficManagement
Subject: Feedback on Bus Gates

Hi

My feedback on the bus gates is that not only are they unnecessary, they add about 30 minutes to what used to be a simple 10 minute journey.

If Aberdeen had a decent bus services then initiatives like these would probably be welcomed but we don't. Surely money would have been better spent improving public transport then this would have been welcomed

It doesn't add to the prospective of achieving net Xero as people either have to increase journeys to navigate or as in my case I find it easier to drive to Stonehaven and catch a train to Dundee.

I urge Aberdeen city council to scrap this and concentrate on real improvements to the city rather than ones that are contributing to its demise.

Improving public transport, accessibility - make it a place that people want to visit rather than somewhere that people will only visit if they absolutely have to.

Thank you

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 14:57
To: TrafficManagement
Subject: Bus Gates Feedback

Hi,

I don't believe the bus gates bring anything positive to Aberdeen City Centre. I have lived in Aberdeen since I was 4 years old however have genuinely found myself avoiding the city centre due to these bus gates. I live out in Banchory now so the bus service is quite infrequent meaning when I do come in to town I tend to drive but every time I do so I follow the exact same route as I know its "safe"! When the bus gates were first "installed" I found myself in one, by mistake, and since then have been very unsure about routes through the centre so tend to avoid it at all costs.

I had tickets for a show at the Lemon Tree over Christmas and wanted to park in the Marischal College car park as it was a weekend and I had parked there a few years previous and thought it was a great and underutilised facility, however neither my mum or I could think of a way to get there without risking driving through a bus gate!! It shouldn't take that much thought or worry, or travel into the City Centre.

I think Aberdeen should remove these as soon as possible.

Kind Regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 15:08
To: TrafficManagement
Subject: Bus Gates/Bus Lanes feedback

Good Afternoon,

I saw on social media a post saying to have your say on the experimental traffic order/bus gates in Aberdeen City Centre & to email in here with your thoughts/views.

Now I should start by saying I'm not normally one to comment & put forth my views as I'm fairly laid back and quite "easy ozy" about things but felt I should say something on this topic. And it's not a positive view, given that I have received 2 bus lane fines come through the post in the last couple of days.

I heard about the new bus gates idea through word of mouth from speaking with friends & work colleagues, right away thought it sounded like a horrendous idea, and already decided I'm just going to avoid city centre at all costs unless necessary.

I've needed to travel to the city centre a couple of times around Christmas time & as mentioned already have 2 bus lane fines for my troubles, coming up College Street on to Bridge Street to then turn on to Bath Street then another fine for essentially coming the opposite direction of where I've just described. Why these are now bus lanes just baffles me, you basically need to reroute your journey and come a very round about way with is just ridiculous in my view.

Shops are constantly shutting down on Union Street & people wonder why, where its obvious people(like me included) are just avoiding the city centre & Union Street because of this silly bus gates & bus lanes and will just take their business elsewhere leaving the city centre like a ghost town.

So my thoughts/views on these bus gates/bus lanes are that they are an absolutely terrible idea & it baffles the mind as to who on earth thinks they are a good idea. The idea needs scraped ASAP.

Thanks

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 15:33
To: TrafficManagement
Subject: Bus Gates/ ULEZ Feedback

Good afternoon,

I am writing to provide feedback on the bus gates which have been implemented in the city centre, as well as the impending ULEZ.

Bus Gates

I live to the north of Aberdeen and the **access to the city centre, particularly around the bus and train stations for anyone coming in from the north** is now severely restricted.

My workplace is in St Magnus House, Guild Street, the access to the car park is adjacent to the exit of the bus station on to Guild Street. Since the bus gates and the 'no-straight-on' at Virginia Street have been implemented, all options to access my place of work when driving in from the north now add an extra ~15 minutes onto each journey (i.e. up to half an hour extra each day), as well as the additional distance/time delay to travel there is the resulting fuel expenditure on roads in and around the centre of Aberdeen, the queues in these areas are far greater than they used to be.

As well as accessing my particular place of work, anyone who lives to the north of Aberdeen and has to access the bus or train station for pick up or drop off now has the same additional time delay and fuel expenditure in Aberdeen. **There are no suitable, accessible, drop off locations close by for people accessing the city from the north.** The only free drop off location is at College Street car park (Union Sq car park does not offer a free 10-15min grace period for drop off) which now means taking a considerable detour through the centre of Aberdeen rather than being able to easily access from the usual Beach Boulevard/ Virginia Street thoroughfare, which surely defeats the purpose of both the ULEZ and the bus gates in preventing people from easily accessing public transport.

ULEZ

In particular, the inclusion of Denburn Road and Virginia Street in the ULEZ zone, has made almost every route through Aberdeen from the north of the city impossible in a non-compliant car, with no sensible access to any of the main city centre car parks without considerable detour.

My current vehicle does not meet the criteria for ULEZ, and will need to be changed at great expense. I have researched the grants available to the public for funding for new vehicles, and there are currently none available, despite this being the time that most will be considering changing their vehicles as the deadline approaches. Previously, these were available for up to £2000 as long as you scrap the non-compliant car - this in no way covers the costs associated with changing a vehicle to one which is ULEZ compliant. My current car is valued at £3500 therefore its' resale value is more than its scrap value, with a car of the same type for the year which it becomes ULEZ compliant costing at least £14,000, **therefore I will need to spend at least £10,000 - and very likely considerably more - to continue to access my workplace.**

It is shocking to me that the **grants for replacing vehicles are unavailable, insufficient, and would have also involved being forced to scrap the existing car**, which leaves many people who live and work in the ULEZ zones with no financial support. Prior to June, **I must therefore replace a perfectly**

serviceable and reliable vehicle at considerable cost, with no financial assistance, during a cost of living crisis, as a single income household, in order to access my place of work.

It is worth noting that public transport is not an option for me as I live in a rural village and the nearest bus stop (with no adjacent parking) to Aberdeen is two miles away, with roads which have blind corners, no pavement and no street lighting, and are therefore unsafe to walk on.

In addition to my own personal circumstances regarding accessing my workplace, it is clear that anyone who does not have to, will no longer visit the city centre due to either being unable to access car parks in a non-compliant vehicle, the additional time associated with journey detours, or fear of a fine if they were to accidentally pass through a bus gate. **It is my opinion that the remaining small/local businesses in the centre of Aberdeen will surely fail in time because of this.** As someone who lived in Rosemount for 10 years until a couple of years ago, I witnessed the closure of many independent businesses around the Rosemount area and the centre of Aberdeen, as well as the closure of larger chain stores - the remaining businesses have done well to survive this long but if people cannot access their shops, it will surely hasten their demise.

Regards,

██████████

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 16:18
To: TrafficManagement
Subject: Bus gates/traffic management in Aberdeen city centre

To whom it may concern

I am writing to express my exasperation at the changes (albeit experimental?) to the traffic management within Aberdeen city centre.

There is a saying which I assume you will be well aware of. "If it ain't broke....don't fix it".

I believe the saying is perfectly apt for the idiocy that has taken place.

I no longer go into the city for fear of fines, confusion, uncalled for diversions, and general difficulty with navigating our city.

Not only do we have the lunacy of cctv stills and the threat of fines for DARING to try and move about the city (great way to make money.....but it won't last) but I am of the belief these proposals are harming access to local businesses. Indeed, many businesses along with their owners, are imploring the public to write to ACC.

I myself, very rarely wish to visit Aberdeen city centre because of the difficulties experienced.

Instead, I prefer to visit places such as Stonehaven, Banchory, Portlethen, Inverurie and the likes. Movement is easy, stressless, and we don't have the threat of fines hanging over our heads for visiting....and....yes! spending our hard earned money.

I urge you to think again. I also remember the WASTE of money on supposed improvements down at the beach area and the city centre during the covid pandemic. That was a total waste of money and effort, wasn't it? Something to think about.

Can we have some common sense when it comes to attracting people to the city. PLEASE?

Yours sincerely and thoroughly hacked off

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 16:29
To: TrafficManagement
Subject: bus gate feedback

Please rethink this idea - terrible for the city centre, its an absolute minefield trying to get anywhere.

The detours people now have to take are ridiculous. Anyone i've discussed this with and myself are now all put off going anywhere near town. Even if we wanted to go to union square it's now a complete carry on to get there.

The union terrace detour people have to take now next to gilcomstoun school is way more dangerous and unregulated, fail to see how anyone thought this was a reasonable idea.

Good luck to the small business' left on union street as they'll need it - the state of the town centre is shocking. Local companies on facebook etc. are begging for help from locals to come in town because of the disruption the bus gates have caused to there businesses. Another restaurant closed in golden square and when they conducted a survey, their customers blamed the sky high parking and bus gates deterring them. How many more small businesses need to close for change?

Please reconsider!

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 16:47
To: TrafficManagement
Subject: Bus Gates

Dear Sir / madam,

I can only presume that the experimental bus gates were installed to increase footfall in Aberdeen city centre. As businesses in the area both large and small close their doors for the final time, surely you can see that this is yet another monumental error which is helping to destroy our once great city.

Please remove the bus gates before it's too late.

Cheers,

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 11:32
To: TrafficManagement
Subject: Bus Gates

In my opinion they have help make the city center a ghost town its obvious that ACC do not want cars in the town, no cars means less people, less people means less spending in shops the bus gate experiment needs scrapped now

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 17:13
To: TrafficManagement
Subject: Objection to the new bus gates

Hi

Where do I begin?

Honestly, the City Council have, in recent years, destroyed what was once a great city. I hope you are proud of yourselves.

The latest nonsense that you have come up with, these bus gates, is quite possibly the worst decision that has been made yet. Well done.

I believe the aim of these bus gates was to encourage people to use public transport. However, did anyone at the council actually do any research into the reasons why people use public transport?

Let me explain why. It's not because it's the best way to get around. It's because there is no other option for people. If people do not drive, and must get from A to B, this is the option. However, most people in the city do drive. You've just create a barrier between potential customers to the shops still in the city centre and the shops themselves.

It is very difficult to actually reach a destination if going by car now. Again, well done.

What will happen because of this? People WILL NOT use public transport to reach their destination. They will simply change their destination.

Resulting in many businesses, of all sizes, closing down, and creating job losses. Look at the latest bombshell - M&S.

There is no one else to point the finger at here - the city council has ruined the city centre.

First step - remove these ridiculous bus gates.

Luckily though, I do not wish to only complain. I would also like to help.

I am keen to visit the city council and showcase a potential plan to revitalise the city centre and help businesses thrive.

In my opinion, you would be foolish to not be open to business owners, such as myself, helping. You haven't done a great job so far, so let us help.

Please contact me on [REDACTED] to talk further.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 17:17
To: TrafficManagement
Subject: Bus Gates- Objection

Good evening,

I am writing to object the bus gates in Aberdeen city centre. My reasons for this are that they currently put me and many others I know off going to the city centre. I actively avoid it due to the fear of accidentally driving through a bus gate and receiving a fine.

The businesses within the city centre must be suffering as a result of the implementation of these bus gates and it is worrying that some of these business will have to close down as a direct result.

Please reconsider the implementation of these as it may be detrimental to the future of Aberdeen city centre and the businesses that are currently a part of it.

Thanks,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 17:49
To: TrafficManagement
Subject: Feedback

To whom it may concern,

The bus gates have made my journey to work a disaster - having to use more fuel to get to my final destination and bypass many of the local coffee stops I'd go by before work therefore impacting in their local business.

This needs changed asap.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 17:50
To: TrafficManagement
Subject: Objection to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

To whom it may concern,

Please take this email as my formal objection to the traffic management measures on certain roads in Aberdeen imposed by the 2023 Order referred to in the email subject line above.

It is having, and will continue to have, a catastrophic effect on the city centre and should not be made permanent.

Kind regards,

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 18:17
To: TrafficManagement
Subject: Bus gates

Please remove the bus gates in Aberdeen. The city centre is already struggling and these gates are another deterrent to people coming into town

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 18:41
To: TrafficManagement
Subject: Bus gates

To whom this person the email may reach,

I would like to give my personal feedback with regard's to the bus gates/traffic order.

I feel it's caused a lot more problems than really fixing the problem, I think that it's caused more traffic in other areas, just to get into the city centre. It's massively reduced the footfall within the centre of town.

I have stopped coming into town, it's more hassle than what it's worth now - there is also nothing left there due to the reduced traffic and footfall no one is aware of what's there. The traffic are free marketing for our city and people speaking about what's here, especially when other football teams are coming in their bus loads, seeing what we have to offer restaurants, shops, local businesses, bakers, shows we have showing at HMT.

The more businesses you have filled in the better for the council they pay rent/tax and help keep the councils budget for the never ending demands of the city.

Just think - a thriving city. All the local people out, tourists coming in. Aberdeen could be an amazing city.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 18:51
To: TrafficManagement
Subject: Feedback re bus gates

Sent from my iPhone

I am e mailing with regard to the shocking mess our city is and with feedback regarding the bus gates Living in the west end I used to regularly visit town but rarely now due to the extra miles added to my journey . Surely you must see the decline in footfall due to these changes and the effect this has on businesses and the city centre as a whole

Surely with the loss of John Lewis and now M&S closing St Nicholas you can see what's happening regarding the number of people visiting , ACC should be putting measures in place to encourage people back .As for local businesses investing further such as Finnies and SugarBird you should be doing all you can to encourage other businesses to do the same as well as supporting Bob Keiller fully with his driven project to bring our city centre back

I have lived in this city all my life and for the first time we are seriously considering leaving as ACC are continuing with desperately poor decisions that is quickly destroying what is left of a city centre
Please wake up and see what you're doing and don't look back and wish you had listened [REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 19:05
To: TrafficManagement
Subject: Fwd: ACC- (traffic management)(experimental)ORDER 2024

I write to give my thoughts on the above experimental order.

Since the various bus gates have been introduced it has kept me out of the city centre for varying reasons.

1. The Bus gates make it extremely difficult to get close to the city centre.
2. Even trying to get to Union Square is much more difficult for me coming from the west end of the city.
3. On 3 occasions in December I had to get dropped off at The Douglas Hotel in Market Street and it took several attempts to find a route that didn't breach any of the bus gates
4. I attend the Citadel on a Friday Morning to help at their soup lunch and find that I have only limited options to get there .

Every time I open the paper there is another business in Aberdeen closing down - many of them in the city centre. Aberdeen will be a ghost town before we know it if we can't revitalise the city centre and these bus gates and traffic restrictions only make the situation worse.

I strongly advise you the council to do the right thing and revoke a large proportion of what has been put in place.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 19:09
To: TrafficManagement
Subject: Objection city centre bus gates

I object on the bus gates as it has been detrimental to the businesses in the city centre.

Trying to understand how to get to the city centre is very difficult and it puts myself and many others off of going into the city.

The footfall is decreasing because the bus gates are a barrier from getting simply from A to B. People are anxious about going the wrong way so avoiding the city. Since the demise of the oil industry and covid, the Aberdeen business, it's been hard enough for them to make a living. Such a shame the council is making it more difficult for everyone with these bus gates. The thing is that Aberdeen retail economy relies on people from the shire, and public transport just isnt good enough for all the outlying places for a lot of people from the shire to use. So instead of stressing about driving in the city folk are just buying online instead.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 19:20
To: TrafficManagement
Subject: Bus Gates

Dear Sir/Madam,

These bus gates are making it an absolute nightmare to drive in the city centre and will drive more people away from spending money in Aberdeen.

Please reconsider for the sake of our city.

Thank you,

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 19:44
To: TrafficManagement

I object to all city centre traffic restrictions. All that is occurring now is business struggling due to:
Cost of living from utility charges, insurance, minimum wage increases, other employment related charges, cost of goods, cost of delivery (let alone getting deliveries!) rents, and so on.
To now add the final nail by restricting how your customers actually get to your door, is just appalling.

Why would anyone even consider starting up a new venture in a city, high costs and making life difficult for paying customers travelling.

I have personal experience through my employment to what the knock on effect is with restrictions. We have difficulty trying to, not only retain our commercial tenants, but even attracting new tenants. Traffic restitutions in the city centre is just driving business away from the centre.

Personally, it's far more pleasant to keep away from the city centre. It has had its heart ripped out ever since the pedestrianisation of Union street.

If road closures are made available to only public transportation, then I hope that the private business I.e. bus companies are paying towards the city for the use of these 'private road use'.

Sent from my iPad

[REDACTED]

From: [REDACTED]
Sent: 18 January 2024 20:13
To: TrafficManagement
Subject: Bus Gates and letter of complaint

Dear Sir/ Madam,

I am writing in utter despair at the city centre of Aberdeen being further decimated by the bus gates. I have on quite a few occasions recently decided not to go into the city centre to shops as it is just too much hassle and go to places like Portlethen or shop online instead. This is because of how hard it is to navigate these gates and avoid getting a fine.

I have always shopped in town and have been a constant supporter of local shops in town believing if we dont use them we'll lose them but council decisions such as these bus gates have made it just too difficult. At Christmas while trying to drop my husband and daughter and buy presents myself I found myself travelling ridiculous and long routes around the centre to get to different shops. For example Union Terrace to Kenny's Music Shop on the Green was totally ridiculous!

Today seeing the news that Marks and Spencers is now moving its flagship store comes as little surprise following other places this week announcing their closure like Haig's. It is only a matter of time before we lose our few remaining quality shops like Annie Mo's.

Bob Keiller and Our Union Street group, are trying their very best to revitalise the centre but council decisions like these are destroying the centre and the good work being done. With quality shops like these lost it is another nail in the coffin for our city centre.

While these shops are now gone please reverse the bus gate decision before others do the same.

Yours sincerely,

[REDACTED]

Sent via BT Email App

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 20:17
To: TrafficManagement
Subject: Feedback

Good evening,

Just some feedback.

I live in the Adelphi, running parallel to Market Street.

The traffic congestion on Union Street has eased, but it has killed Union Street and rather than helping revive it after covid.

I would rather union street have more traffic and have a healthy number of surviving shops and businesses than the sad state it is now.

I also worry what other streets will be affected in the future and accessing my property. I park my car in college street, I have had issues with getting trades people to work in my flat due to access in the adelphi and traffic wardens giving fines and had an order of 3 kitchen appliances cancelled due to non-delivery.

These concerns are always on my mind.

Kind regards

[REDACTED]

Sent via BT Email App

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 20:28
To: TrafficManagement
Subject: Views

Good evening,
Hoping this is the correct way to give feedback on city centre bus gates.

After multiple bus gate tickets trying to get to Union Square, mainly from Bridge Street, Restrictions are not clearly marked from Union Terrace, Windmill Brae and Union Street, have decided it's too difficult to get to easily without having to go round either the harbour or Riverside, which is congested with traffic and road works, have fave up.

After reading the news today around M&S expanding On Union Square, this really needs looking in to. It's just to difficult and stressful ti shop there, such a shame.

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 21:03
To: TrafficManagement
Subject: OBJECTION TO THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023 BEING MADE PERMANENT

To whom it may concern,

I object to the aforementioned being made permanent on the grounds that's it severely hampers safe and efficient movement of traffic around Aberdeen, it causes motorists to take longer routes (hence burning more fuel and not environmentally supportive) and negatively impacts local businesses as customers are unable to either easily access them (or understand how to). The complexity and confusion this has caused also impacts on road users safety and anxiety when in the city and results in people avoiding the city altogether. This has a serious commercial impact.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 22:10
To: TrafficManagement
Subject: Traffic management order 2023

Hello,

The temporary traffic order put in place has made it incredibly difficult to navigate through Aberdeen city centre. A knock on effect I have noticed with this, is a large number of people deciding it's 'not worth going into town' as they aren't sure how to get to the various destinations in town. This, coupled with a run down decrepit city centre and more to let/for sale signs than business units open, means there is no incentive for people to visit the city centre as it seems a lot of hassle for little reward.

Another point which I've discussed with shop owners is that footfall seems to be dropping off quite drastically. Statistics on businesses closed since the traffic management order was introduced would be interesting to review. I was shocked when I read the low occupancy rates of School Hill which is a street that has been decimated for many years with various schemes to hinder/stop traffic flow.

Aberdeen when compared to other cities has a very small population and not a particularly great transport infrastructure, therefore being able to navigate the city centre is very important. Instead of closing roads off and making them only accessible by certain types of transport I'd encourage a return to free flowing roads.

The ULEZ ensures that only 'clean' cars can enter the city centre, so why inconvenience the motorist further? Is it not the case that adding all these obstacles is in fact causing more pollution by increasing journey times?

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 22:21
To: TrafficManagement
Subject: Bus gates

For the feedback closing Jan 23rd.

The bus gates are killing Aberdeen city centre, the city is really struggling and it just deters people coming in even more - I know it deters me. It's made it extremely difficult to pick up/drop off my friend who lives on the green and means she either walks on her own or takes her own car - adding to the emissions. It causes queues of traffic in other areas as there's only a few in and out, especially towards the Torry area. The city centre needs help and this just isn't that. Help the people of Aberdeen, I don't feel proud of where I'm from right now.

Thanks

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 23:02
To: TrafficManagement
Subject: City centre is no longer accessible

Good Evening

Just a brief note to echo the thoughts of many Aberdonians, no doubt about it.

Can we please have a rethink immediately on the current road system in the city centre?

The various bus gates are having such a **detrimental** impact. They encircle the city centre and are so unnecessarily complex that people are simply not coming to the city by car due to fear of being caught out.

The bus network is not an adequate substitute, add the taxi shortage too, and it is clear why people are staying away. The knock on effect this is having on retail and hospitality is becoming increasingly and alarmingly evident.

Regards,

[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 06:27
To: TrafficManagement
Subject: Bus gate comment

I live at [REDACTED] and the new bus gates have made my life and existence far more difficult since they were brought in.

In particular, I use the denburn underpass to drop my daughter off at Skene square school, and I used to drive to windmill brae, down onto bridge street and then denburn road to drop my daughter at school. This would take no time at all. Now I still use denburn road but because of the ridiculous bus gate on bridge street I have to come along A93 which is forever busy with buses for Rail replacement and lanes coned off, but is also a longer journey.

Secondly, as a user of the beach, I used to do this same route for Skene square but instead I would drive to A93 and then carmelite street, then guild street then straight to Virginia street, and the whole journey would be really quick. Now I have to drive to the bottom of crown street, Millburn street, then north esplanade west back to market street and round. This is a huge inconvenience, longer distance and journey, more traffic.

The bus gates have inconvenienced my life significantly and choked me at my area of residence. The city is dying and these new bus gates have been a catalyst to deterring visitors to the city as well as impacting those that have bought houses in the city centre and are now trapped.

Shame on you.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 07:06
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Sir/madam,

The view on this is simple - a complete and utter disaster. None of the changes made have benefited the city in any way. You are killing this city. Union Street is a ghost town compared to what it once was and that's not to mention the awful shops that fill half of the empty plots.

Not one person I have talked to agrees with the changes. Nobody comes to Aberdeen anymore and this layout just makes it even more difficult. You should be wanting to entice the people who live in this city to come into the town centre, as well as tourists. It is so difficult to get around town now, the bus gates and one ways make it impossible. Why would anyone think this is a good idea? Why are you purposely wanting Aberdeen to be awful? No one has a good thing to say about here. Isn't this your job to make the most of Aberdeen? The amount of businesses that are closing is shocking and sad, why would you want this for your city? Can you not see the comments that are being made? It is so embarrassing to live here and also so embarrassing that is your job and you have done this. The downfall of Aberdeen comes from you.

I hope you listen to the comments that come in and remove the bus gates and open Union Street to the public again. It's the first step in making this city accessible and enjoyable to live in.

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 07:30
To: TrafficManagement
Subject: Feedback

Regarding your request for feedback for Traffic management in Aberdeen:

- 1) get rid of the bus gates
- 2) public transport is very expensive and a monopoly ran by first bus. It is also unreliable and the busses usually filthy
- 3) increase the traffic flow by reducing the number of traffic lights and/or looking at the timings for them. It's very "stop/start" on most routes in the city
- 4) parking costs are ridiculous, We don't have the climate to entice people away from cars to do their weekly shop and take it home on an unreliable and expensive bus service....

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 07:35
To: TrafficManagement
Subject: Bus lanes - scrap them

This it's is not working more and more people are not going into the city centre and bus lanes are not helping this situation the town needs to be more easily accessible instead you are making it more difficult. They need to be scrapes

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 07:46
To: TrafficManagement
Subject: Feed back Bus gates

Dear Sirs,

I write to express my dismay at the arbitrary introduction and implementation of a series of bus gates within Aberdeen city centre.

The impact on small city centre businesses already under huge pressure and cost has been quite simply devastating. Footfall is down since inception of this traffic control measure not surprisingly given many people in the Shire or further afield now avoid coming to the city centre.

The city council has made shopping in Aberdeen as unattractive as possible to visitors for many years with hugely inflated and unaffordable parking fees, lack of parking spaces and has now decided to place more obstacles in the way of car users with bus gates.

I appreciate the need at Guild street to assist access to and from the bus station however all the others are completely excessive.

Now Marks and Spencer is closing their city centre store.... Is it any wonder!

Regards

[REDACTED]

Concerned city centre user!

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 08:03
To: TrafficManagement
Subject: Experimental Bus Lanes

I want to note my objection to the experimental bus lanes in place around Market Street and Bridge Street.

On a professional level they are making it difficult for me to carry out property inspections and viewings and on a personal level I find it stressful knowing where I can and can't drive without fear of incurring fines and makes me less likely to go anywhere near the area.

I think they are driving business from town at a time when businesses need help following the economic downturn and Covid.

Please not my objection.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 08:38
To: TrafficManagement
Subject: Bus gates

I incurred a bus gate fine recently. This system is way too complicated.

The bus gates are putting people off visiting the town centre. Is this what you are looking for?

My daughter has just opened up a new cafe in the town centre, I fear for her business.

Please remove the bus gates. It may be easier for the busses but what difference does that make.
None in my opinion.

Regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 09:42
To: TrafficManagement
Subject: Bus Gates

Good morning

As someone who owns a property just off the Green, I am writing to express my concern regarding the Bus Gates and Traffic Management scheme.

It has become more difficult and expensive to drive into town to get anywhere near City Centre and now M&S has announced its closure, it is time to open up the City Centre again.

There are too many restrictions in place now and it is having a very detrimental effect in my opinion.

Kind regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 09:59
To: TrafficManagement
Subject: Feedback on bus gates/ Traffic Order - Aberdeen City Centre

Good Morning

I am getting in touch to provide feedback in relation to the above subject matter.

In general, I think this addition to Aberdeen has been a disaster. It has had a huge knock on effect to businesses within the city centre and drivers no longer know where/how to get from A - B without being stuck in congested traffic (due to bus gates) or being stuck in a bus gate due to it being badly signposted which causes mass confusion.

Personally, I would now avoid going into the city centre due to these additional issues that drivers constantly face within Aberdeen.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 10:25
To: TrafficManagement
Subject: Bus Gates Consultation

I am writing to object to the current bus gates remaining. The city centre is on its knees, and as an estate agent who travels to all areas of the city it has caused me no end of hassle to get places. The aim is to cut down on fumes in the city but I spend twice as long driving through town to get to places, or stuck in traffic, so am using much more fuel and as a result probably causing more pollution. Not being able to turn right onto Rosemount Viaduct from Union Terrace is appalling, and yet I witness people do this every day. I can only begin to imagine the benefits the fines are having for the council. I still can't work out how to get from Bridge Street to Market Street without going through a bus gate and risking a fine. It is little wonder people are resorting to online shopping rather than visiting local stores. Restaurants are suffering, something has to be done to help the city centre and stop this city becoming a laughing stock and an embarrassment. The fact that the beach is gridlocked every weekend because for some reason the barriers are still up at the Burger King roundabout is a nonsense! Next you'll be reinstating the cycle lanes which cost millions to put in and remove during the pandemic.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 10:35
To: TrafficManagement
Subject: Aberdeen Bus Gate

Good Morning,

I do not support the idea of Bus Gate, this made commuters driving difficult due to poor outer road layout and connectivity. It would have been more sensible one way driving approach so that the commuters could have visited and accessed the facilities in the area easily.

The city is suffering economically and such measures has deterred commuters coming to city for leisure and social activities.

Safety is also a major concern for lone commuters in night, what is thought about night driving.

Thanks

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 19 January 2024 10:46
To: TrafficManagement
Subject: Aberdeen Bus Gates

Good morning

With the introduction of the bus gates in Aberdeen, the footfall going through the city centre has dropped dramatically, rendering Aberdeen not fit for purpose. Aberdeen used to be a vibrant city with crowds of people flocking to the many high end, high streets shops. In recent years, Frasers, John Lewis, Debenhams and now M&S has decided to move away from Aberdeen because the measures introduced by the City Council has reduced the foot fall in the area to virtually nothing. I do not take my car to Aberdeen now, I'd rather go further afield to Glasgow Braehead and shop there. The parking is free and there are plenty of good retail outlets.

If these measures are permanent, it won't matter how much Bob Keillor and his friends dress it up, Aberdeen city centre will be the same as Peterhead and Fraserburgh with their boarded up shops and a hairdresser every 50 yards.

I always thought the council in Aberdeen were very good but in recent years, they are not fit for purpose. Aberdeen will be a ghost town in a couple of years with many areas as no go zones.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 10:49
To: TrafficManagement
Subject: Please cancel Bus Gates

Hi,

Please can you stop bus gate program, this is damaging businesses and make the city centre like a ghost area!

How many store must be closed to take action??

M&S Bon Accord is going to be closed soon as people afraid of closing this area in fear of getting tickets.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 10:50
To: TrafficManagement
Subject: Comment re bus gates

I live in Moray and regularly drive into Aberdeen, but not often all the way into the centre. I have been caught and fined for one bus gate mistake already, as it was unfamiliar to me and unexpected.

The problem for me was that signage is not the only information in that situation. I'm sure I saw a private hire car go through ahead of me, which I now understand is allowed and I am not, and regular cars were parked along the road both immediately before and past the gate. At the time these sort of canceled out the signage. Also, it said "bus gate", but where was the actual gate? By the time I clocked what was going on, with impatient cars right on my rear bumper, it was too late.

If you're making a "gate", why not make it a real gate, with an arm? Can you paint the road blue for some distance beyond the gate? How about some sort of special signage so it is unmistakable where I can go and where I cannot?

For people who live nearby and deal with this all the time, I suppose they will learn the ropes. For anyone coming in from a distance, it feels like a nasty trap you always have to be on the lookout for when going into Aberdeen. It will absolutely reduce my frequency of traveling into the centre.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 10:55
To: TrafficManagement
Subject: Objections to Bus Gates and Road closures in Aberdeen City Centre

I would like to place an objection to the bus gates that were recently introduced to Aberdeen City Centre. In my opinion it deters people coming into the city centre with a car as they are unsure which roads you can use and are worried they will get a fine. There is no doubt potential customers will just stay at home and make purchases online instead. I know the council will say just use the bus but Aberdeen is very much a rural city and many people from the outskirts of Aberdeen or from the Shire do you live near a bus route. The most convenient way to shop in the city centre is to take your car and the Council have made it so difficult and confusing to drive into town. Why is the car enemy number one! I do wonder if this traffic management policy is all to do with money and funding provided by the Scottish Government. Why have they the right to implement these polices on our city when the vast majority of residents don't want these. I have not spoken to a single person who agrees with the bus gates, closure of Union Street and Schoolhill/Upperkirkgate to traffic.

The businesses in Aberdeen are all struggling and these measures are not helping. Please listen to residents and the owners of shops, bars and restaurants before its too late. If councillors don't listen I am sure they will all be replaced in the next local elections. I certainly would not vote for a councillor who thinks these bus gates and road closures to traffic is a good idea.

I hope that Aberdeen City Council will listen for a change - with the recent announcement of Marks and Spencer closing its St Nicolas branch I fear this is just the slippery slope for many more retail closures in the area.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 11:00
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

To whom it may concern,

I am writing to express my objection to the bus gates in the city centre.

Grounds for objection: I am a small business owner in the city centre and we have seen a drop in footfall across which is considerable. We have had multiple regular customers who live north of the city (which seems to be the main group affected) who, rather than try to get into the city, are simply shopping elsewhere.

This has been told to me on multiple occasions. Whilst I understand there may be a benefit to bus users, there is no appetite for car users to ditch their car and get the bus. Again - this is clear from both conversations I have had with others and the literal THOUSANDS of comments on the internet about it.

This, coupled with the upcoming LEZ introduction are strangling a city centre that is already on its knees. Multiple businesses in the city centre have folded since the introduction of this and a good bulk have directly blamed the impact on these measures.

You have to reconsider this. The ill feeling this has caused is clear across our once proud city.

I support changes to reduce emissions, but not at the expense of our local economy, which is vital to safeguard the cities' future success as we diverge away from fossil fuels.

[REDACTED]

Thank you for taking the time to read this

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 11:18
To: TrafficManagement
Subject: Aberdeen City Bus Gates

The bus gates are killing the city centre. The place is a ghost town.

I am now too scared to drive anywhere near the city centre in the fear of being caught going through one of the bus gates.

The city is in rapid decline and the bus gates are only making the process of the decline faster.

Please can the council see sense and get rid of these bus gates to help ease the pressure on our city centre shops and restaurants.

Kind Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 11:31
To: TrafficManagement
Subject: Aberdeen City Economy Collapse

Who is responsible for suffocating Aberdeen's economic activities to the edge of collapse?

Since the introduction of the Bus Gate modal filter, most of the evening trade has vanished. There is no more busy traffic even before Christmas or on Boxing Day. It seems that some politicians are happy to play with fire at the cost of the livelihood of the general public. Many people believed in the lies of the politicians that led to Brexit, and now they regret it. Is it too late for an awakening after we have all suffered? I used to think that adverse weather conditions were hampering the UK economy, but now it seems clearer to me that politicians are the culprits of all the troubles.

Take for an example, Canada and their economy is blossoming even though their winter conditions are much more severe than in the UK. Property prices are high, people are doing well, and there are lots of affluent people around. On the other hand, the UK government seems eager to attack property investors, resulting in a huge drop in real estate market prices and all of us becoming poorer, including the government paying out ample benefits to people who don't work. Specifically speaking in Aberdeen, we witnessed the recent construction of loads of student accommodations close to the universities, large hotel clusters near the airport cutting visitors coming into the city centre from spending any money, and all the new restrictions and requirements in suppressing and snaring the buy-to-let investors, including the elimination of the mortgage interest deduction for private investors' tax computation. These factors have resulted in the withering of the buy-to-let investments, especially in the height of current mortgage interest rate.

Last weekend, I was told that lots of nightclubs in the city centre were closed, including Attic and Underground, just to demonstrate how bad the situation is since the incorporation of the Bus Gate programme.

Please stop the lies and the poor, unworkable and self-destructive schemes and try to follow the Irish government's footsteps. Ireland was one of the four PIGS countries that faced a severe debt crisis in 2010, but it managed to turn its economy around and make all businesses prosper and thrive with precise, accurate and effective tactics and policies that benefit the Country.

History repeats itself, and I hope the local councils will rectify the problem soon, or else expect more high street shops to be boxed up into coffins

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 11:39
To: TrafficManagement
Subject: Re Bus Gates in Aberdeen

The current set up with Bus Gate in Aberdeen has put a strangle hold on the city centre. It keeps people away from Union Street.

I also cause Road users to travel much further to get from the west side of town to the east side. This means more pollution from Vehicles.

There is a big push to get Union Street back to being a hive of activity and like it or not if people feel they can't drive in to town they won't come no matter what is on offer in Union Street.

Yes we would all like a world where all car are electric and public transport was everyone's first choice of travel but we need to face reality this is just not the case.

Please remove the Bus Gates immediately.

Regards

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 11:42
To: TrafficManagement
Subject: Objection to bus gates

Dear ACC,

I would like to make notice of my objection to the bus gates around the city centre.

I work in the city centre and my job requires the use of a car/van. I live to the south of the city so journeys to and from the office at Marischal Square (car park on Flourmill Lane) require major detours. I also have to travel around the city centre and there's no alternative to using a car/van for heavy equipment that I carry and it's incredibly difficult to navigate around the city quickly now that some of the most easily accessible routes and roads are blocked off.

Previously my route to work would be:

Riverside Drive - South College Street - Bridge Street - Union Terrace and then turn right (which I also object to) to Schoolhill. Approx 7mins.

Now the route I have to take because of the bus gates:

Riverside Drive - South College Street - Denburn - John Street - Loch Street - Berry Street - Gallowgate - Office. It takes approximately 14mins. Double the time and involves going routes which aren't designed for heavy traffic compared to the roads that are now bus gates.

I also feel that on my days off I'm reluctant to come into the city centre because of how awkward the journeys now are. For me the only other option to come into Aberdeen is bus and the bus takes twice as long as my car - it's also a very unreliable and expensive service from stagecoach. So I will never not take a car.

Whilst I do accept there is a justification for improving public transport I don't think this is the solution.

Please ACC rethink this because it makes driving in the city confusing, take longer and less attractive.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 11:43
To: TrafficManagement
Subject: TRAFFIC RESTRICTIONS - Aberdeen city centre

Dear Sir,

I write to air my objection to the new traffic restrictions in our city centre.

Namely the introduction of so many bus gates; Guild Street, Bridge Street, Market Street and Union Street. As well as the new 'no turning right' from north bound Union Terrace.

I could accept perhaps one or two restrictions being put into place, but for so many restrictions to encircle the whole city centre; the centre that AGCC and hard working action groups are currently trying to fix - is a complete joke. Our city centre has become a 'no go' area and far worse than even Glasgow and Edinburgh.

The city council has wholly succeeded in making our city centre much sicker than it was, post covid. Rather than attempting to encourage shoppers and retail outlets to come to our city centre, to pave the way towards rescuing an ailing city centre - these new restrictions have created the opposite effect.

Our city has more or less been shut down.

Many drivers are afraid to venture near the city, should they end up with a bus gate fine.

Older citizens can no longer be dropped off/picked up near to the shops.

Older citizens rarely take the bus into town. The buses are unreliable and they cannot carry heavy shopping home.

Aberdeen City Council have shot themselves in the foot and do not seem at all interested in reviving our ailing city. They should be ashamed.

This is the final nail in the coffin for what once was, a buzzing and vibrant city centre that citizens were proud of. Aberdeen city centre is a complete embarrassment - no shoppers, no tourists - and many junkies who have taken over part of Union Street as their own patch.

Sad times....

Regards,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 11:44
To: TrafficManagement
Subject: Bus gate consultation

To whom it may concern.

With regards to the bus gates installed in the city centre, I wholeheartedly think this is a very bad idea in general, and more so for a town centre that is already failing and being let down by ACC.

The bus gates represent anti business behaviour in my opinion and has resulted in a reduction in footfall through the town.

Your busses may be reporting a reduction in journey times but at what expense.

The town is in a severe need of an injection of people and businesses are in dire straits.

The busses won't have any problems soon other than people not using them at all as there is no reason to go into town other than for work. That work will soon be compromised when businesses close. This will result in the town being dead and I believe unrecoverable.

The likes of marks and spencer being the latest to announce that it's closing its store.

Bus gates have made the town a ghost town already and the reduction of people has also encouraged anti social behaviour in the centre as the lack of large crowds enables groups of youths to feel like they own the town now further deterring visitors to the centre from local areas and visiting from other towns.

Most people I talk to see this as a money making exercise only from ACC. Maybe they should look more closely at their own spending on failed projects than trying to make money from people basically not comprehending the crazy signage and complicated way you have designed these gates. You have made it possible to go half way down streets in what looks like an attempt to confuse people where they risk themselves and others trying to turn round. (Gates around market street)

The fines will soon only come from visitors who aren't wise to the gates as locals will know how to avoid them. This will only happen once with visitors as they won't be bitten twice. I fully expect visitors and tourism to decline as a result, making our fine city a place to avoid instead of visit.

Add the crazy plan to introduce ulez zones this year, ACC are putting the final nail in the city centres coffin.

Stop the madness and encourage people to visit our town centre instead of pushing people away.

We only have one chance to recover our city and if you progress with bus gates and ulez zones we will have "missed the bus"

Ulez zone that discourages people from going to the beach is the next disaster waiting to happen.

Regards

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 19 January 2024 11:45
To: TrafficManagement
Subject: City Centre Bus Gates

Good afternoon,

Please I am extremely against the bus hates which have been put in place. It makes it extremely difficult for me to get home from various locations. Please cancel this.

Thanks
[REDACTED]



Stronachs

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 11:54
To: TrafficManagement
Subject: Give us back our roads. Take down Bus gates.

We want Union Street, Guild Street, Market Street opened up again , and School hill and all the roads you have closed.

Personally I would like George Street opened up as I miss all the shops we had there before the council built over it all, and. Blocked 🚫 us driving all the way down to Union Street or crossing over to Market street.

The bus gates cause problems for many people and the journey to our Doctors surgery takes us twice as long. You say you want cleaner air but it's not happening if our journeys are taking longer.

A lot of people depend On their car to take them right to the door of the shops they need to go to, so you're blocking people with disabilities. You have ruined shopping for us and many go out side of Aberdeen to shop so they can park up and get said items needed.

Please close all bus gates and open our roads.

Yours sincerely

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 19 January 2024 11:57
To: TrafficManagement
Subject: Bus Gate Feedback!

Madness: Why do you have to drive halfway round Aberdeen to go from the Trinity Centre Car Park to Beach Area to avoid the Bus Gate on Guild Street. Having got a £30 penalty, I will venture into town less.

With the number of businesses closing in the centre of Aberdeen, surly it is clear to see, all you are doing is encouraging folks to avoid the centre of Aberdeen.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 12:05
To: TrafficManagement
Subject: View on bus lanes. Contribution to consultation process that ends on 23rd January.

Dear Sirs

1. All information I have seen about this process has come from the local press & individuals/groups trying to raise awareness about it on social media.
2. The bus gates create massive problems for people trying to get from A to B. Particularly since we do not have a particularly reliable bus service in Aberdeen. I have regularly ended up having to walk to a location due to the timetabled bus not turning up. Furthermore, buses are expensive and many people on limited income do not benefit from free or subsidised travel
3. Taxis are very expensive and often hard to get. If I want to socialise with friends in town in the evening the safest way for me to do this is to either drive into town or be collected by those friends. The bus gates have turned that into a logistical nightmare to the extent that I have cancelled some social arrangements.
4. Tradespeople need easy access around the city to carry out essential work on people's homes. As do delivery services. By making it far more difficult for them to get around do their jobs, the bus lanes will make it harder for these people to provide much needed services to local people.
5. Many people have disabilities that might be quite mild, but that nonetheless make them heavily reliant upon their vehicles. The bus gates create very obvious barriers to mobility for those people

By imposing bus gates, the Council increases the risk of people being unable or unwilling to attend social engagements due to logistical problems of getting from A to B. This, in turn, will increase social isolation as well as causing economic problems for businesses.

These bus gates very clearly discriminate against the elderly and people with disabilities who are heavily reliant on being able to use their vehicles to get around. In terms of providing reasonable accommodation for the many people in our city who are affected by mobility problems, the decision to not impose bus gates would have been simple. Instead, the Council has actively imposed further barriers to mobility for those people.

I therefore wish to record my strong objection to these bus gates based on the extent to which they will contribute to social isolation, problems for local businesses, increased difficulty in providing much needed delivery & trades services and the increased barriers they pose to people who already have mobility problems. Barriers which I believe very clearly amount to disability discrimination.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 13:34
To: TrafficManagement
Subject: Consultation traffic management

Good afternoon,

I just wanted to give my feedback on the proposed bus gates in town centre. Between the bus gates and the proposed ULEZ restrictions, I avoid the town centre altogether in fear that I get fined as there's too much control measures in place now.

I have friends who live within these zones and I despise driving to see them now for the confusion and lengthy diversions.

I drive for family members also who have limited mobility and now even they are suffering by not being confident to use the facilities once available to them.

There is absolutely zero chance I am giving public transport another chance in this city. I have tried to give them a chance many times before and get constantly let down by poor schedule and cancellations. I have been late to work or other plans due to using public transport and with the cost of tickets meaning you do not save any money, I could not justify the inconvenience of not taking the car.

Perhaps the restrictions could only apply to commercial vehicles or if you live in Aberdeen you could get exemptions from this area to make living in our own city a much more enjoyable and convenient experience.

As residents and motorists in this town, not one person has a good thing to say regarding the council's decisions or these restrictions and we feel we are constantly being disadvantaged for no reason whatsoever.

or maybe even if you have a blue badge you could register your registration to be exempt?

Please reconsider all these measures and stop turning your residents against you.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 13:58
To: TrafficManagement
Subject: Objection to the Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (EXPERIEMENTAL) Order 2023

Good afternoon,

I am writing to express my objection to the traffic management measures on certain roads in Aberdeen imposed by the 2023 Order referred to in the email subject line above.

It is having a catastrophic effect on the city centre including many local businesses and should not be made permanent.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 14:01
To: TrafficManagement
Subject: Bus Gates

Afternoon,

I would like to provide feedback on the above.

Given recent closure announcements, Olive Alexanders in Golden Square, M&S in St Nicholas it is clear that the bus gates are having a detrimental impact on local business and a negative impact on the local economy.

Other local business like Annie Mo's on Union Street are also feeling a negative impact. There should be collaboration with the Our Union Street initiative to ensure alignment. Aberdeen has some fantastic areas in the city, Golden Square, Castlegate to name a few but it is simply too difficult to navigate the city.

I do not support the concept, please accept this email as an objection to the continuation of such restrictions.

Regards,
[REDACTED]
[REDACTED]
[REDACTED]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 14:13
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT)
(EXPERIMENTAL) ORDER 2023

To whom it may concern,

I want to express my dissatisfaction with the experimental bus gates installed in the centre of Aberdeen. Not only do they cause increased inconvenience to motorists, I believe they are harmful to the environment because of the extra distance for motorists to travel to get to the areas impacted by lack of access. This same lack of access will also keep people away from the centre of Aberdeen which will have a negative impact on businesses in the area. I hope that the council do not implement the new bus gates full time and avoid putting more city centre establishments out of business.

Your Sincerely

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 19 January 2024 15:01
To: TrafficManagement
Subject: Bus Gates Objection

Dear Sir/Madam,

I am writing to you to respectfully tender my objections to the implementation of the Bus Gates in Aberdeen City Centre.

Obviously there is a lot of strong feelings on both ends of the argument both in the public and on social media.

My objections centre of the fact that Aberdeen City Council have implemented these changes without a proper public consultation. Anything I can find from before last year is all hidden in various articles and anything online in the local media is often behind a paywall now, very few people physically purchase newspapers and of those who do they are not in the demographic who are largely effected by these changes.

The Public should have been consulted properly by way of letter, phone call, public notices in the City, local media, leaflet or even door canvassers (plenty of people needing work). In my view there has been NO EXCUSE for the lack of proper public consultation. I complained about this last year and was pointed in the direction of where the public were notified but in my view a change as big as this has essentially been taken in through the backdoor.

The lack of a full public consultation shows to me that Aberdeen City Council and the Bus Companies knew that there would be public uproar and were therefore scared to adhere to democracy and allow people to have a say in matters. Why are Buses and Bus Transport so important? The Buses are the reason people cannot get anywhere, not cars. The Buses think they own Aberdeen City and on Guild Street especially would just randomly sit during rush hour causing build ups. The real reason for the Bus Gates is everything to do with lining the pockets of Aberdeen City Council and the Bus Companies and nothing to do with the Environment and sustainability.

I find it laughable that there is a closing date for the "Experiment" next week when we can all, even Stevie Wonder, see that this is a closed debate, there will be no real or fair debate or discussion, this giving the public a voice is all a con and smoke and mirrors, the Bus Gates are there to stay and there is not a single thing anyone can do about it as the decision has clearly already been made. All the work on road markings, signs etc is not going to be wasted is it? If this was only an experiment you would not have gone to the lengths you have gone to with the painting of the road markings. As I said, the experiment has all been a lie and really just Aberdeen City Council easing it in by stealth.

The continued war on Cars and Car Users is getting out of hand to be honest between this and also the Parking on Pavement fines, this is all about making money and I would put it to Aberdeen City Council that Motorists and owners of cars are being discriminated against and having literal road blocks put in front of them to force people into overpriced and not fit for purpose public transport that is about as reliable as a Chocolate Watch. In my view Aberdeen City Council will not stop until no one has a car left as that is clearly what the Agenda is.

If Aberdeen City Council were serious about canvassing public opinion these bus gates would not have been implemented until that was done which proves that irrespective of what people say you will just do what you want anyway.

All Future Decisions which effect the Citizens of Aberdeen on a scale like this quite simply have to be discussed and canvassed by us, the Citizens and NOT a select band of people who have been voted in and play party politics with our everyday lives. As Custodians of our City you are meant to be entrusted to be our voice yet every single decision I see these days is the opposite. That is not what Democracy is about. Aberdeen City Council you need to be better.

Regards



[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 15:03
To: TrafficManagement
Subject: Bus Gates

Afternoon

I personally think the bus gates deters people from entering Aberdeen from the North of the city. I have stopped going. It is so sad seeing the state of Union Street. All that it is causing the pollution to other streets. Even at Christmas o would always take the children down Union street in the car to look at the lights. Shame now as they do t get to see them.

This is just been done to collect revenue at the expense of the town centre. There is no other incentive as pollution is just redistributed.

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 15:31
To: TrafficManagement
Subject: Bus Gates

I find the bus gates detrimental to movements within the city and agree with others that shopping in Banchory or Stonehaven is now preferable due to the confusing signage and restrictions. Aberdeen has less and less to offer the visitor and Union Street has been killed by the policy. Rather than encouraging people to come into the centre of town this has had the exact opposite. And when it comes to diesel fumes, the boats in the harbour are the biggest emmitors, not cars!

Equally feedback should have been in a questionnaire and emailing appears to simply be a way to limit the number of responses.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 15:49
To: TrafficManagement
Subject: Bus Gates - How to Totally Kill Off Aberdeen City Centre

To whom it may concern

i would like to give my views on the bus gates that were implemented BEFORE consultation with the good citizens of Aberdeen who, ACC needs to remember, pay the wages of the ACC.

Aberdeen has never had great local transport.... it is unreliable, it is expensive and generally never seems to take people where they actually need to go. The routes can leave a lot to be desired.

This forced people, like myself, to generally travel around this city by car. I have not been on a bus in Aberdeen for nearly 30 years, but regularly use them when abroad on holiday so not adverse to using public transport.

And now this..... bus gates. Who in their right mind deemed this to be a sensible idea?? It would be funny but in reality it isn't funny, it's driving people away from the city centre. Aberdeen city centre was already on its knees and it looks like you have now slammed its head into the pavement.

Getting around the centre is a logistical nightmare and gives me the fear of not now knowing where I am going, so much so that I haven't taken my car into the city centre since they were implemented, and before I hear you cheer that this is the whole point, it means that I, me have not been in the city centre since they were implemented. Take a bus? Too expensive and unreliable. Take a taxi? Well if I can find one first, and then the expense? No thanks. Get a lift from family/friends? They don't want to get caught out by bus gates either or do a tour of city and suburbs trying to work out where is "safe" to go.

That is just me..... but there are a lot of "me".... never mind businesses and tradesmen trying to earn a living, negotiating this on a daily basis must be impacting their incomes. Pubs/clubs/restaurants must be feeling a lack of trade, which will lead in turn to Aberdeen becoming more and more of a ghost town. Sad to see for this beautiful city.

On the points I have raised in this email, I would like to lodge an objection to these bus gates and urge you to remove them to stop our city from dying further.

Regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 17:09
To: TrafficManagement
Subject: Bus Gates Aberdeen

To whom it may concern,

Accessing Trinity Carpark situated off Wapping St on Rennie's Wynd has become a challenge for travellers from the west of the City heading to the city centre. The route that was previously considered to be the most logical now presents difficulties due to right turns being blocked by the bus gate at Bridge St. This inconvenience has far-reaching effects as not only has it become impossible to access Trinity Car Park, but one cannot park in either College St Car Park or Union Square shopping centre car parks in the south side of the city as well. Further complicating the situation is the fact that the parking provision at Bon Accord Centre cannot be accessed from this area either due to the no-right-hand turn at Rosemount Viaduct/Union Terrace, cutting off access to the city centre. These changes have brought about significant inconvenience that travellers must now plan and adjust for.

Regards,

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 17:18
To: TrafficManagement
Subject: Current State of the Town - Unnecessary Bus Gate System

Hi,

I hope this email finds you well. My name is [REDACTED] and I am writing to express my frustration and concern regarding the recent implementation of the bus gate in Aberdeen. While I understand the city's efforts to improve traffic flow and public transportation, I believe the current implementation of the bus gate is causing unnecessary inconvenience and frustration for drivers like myself as well as local shoppers.

Firstly, the lack of communication about the bus gate has resulted in numerous instances of unintentional violations. It is imperative that the local authorities take immediate action to improve the visibility of signage and provide detailed information to ensure that drivers are aware of the restrictions and consequences of violating the bus gate.

Moreover, the limited access points and alternative routes have led to increased congestion and longer travel times for those who are not aware of the restricted areas. It is essential for the city to evaluate and optimize the current road network to minimize disruptions caused by the bus gate.

Many cities have successfully implemented systems that initially issue warnings to drivers who unknowingly violate new traffic regulations, giving them an opportunity to become familiar with the changes without incurring penalties. I strongly recommend that Aberdeen considers adopting a similar approach to enhance fairness and understanding among the community.

I urge the relevant authorities to conduct a thorough review of the current bus gate necessity, taking into account the concerns raised by affected citizens. Engaging with the community through public consultations and feedback sessions would also contribute to finding a solution that balances the needs of both public transportation and private vehicle users.

I appreciate your attention to this matter and trust that the local authorities will take swift action to address these concerns. I look forward to hearing about any developments or improvements in the near future.

Thank you for your understanding and cooperation.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 17:42
To: TrafficManagement
Subject: Bus Gate Objection

Dear Sirs

All information I have seen about this process has come from the local press & individuals/groups trying to raise awareness about it on social media.

The bus gates create huge problems for people trying to get from A to B. Particularly since we do not have a particularly reliable bus service in Aberdeen or indeed serviced by one. Furthermore, buses are expensive and many people on limited income do not benefit from free or subsidised travel.

Taxis are very expensive and often hard to get. If I want to socialise with friends in town in the evening the safest way for me to do this is to either drive into town or be collected by those friends. The bus gates have turned that into a logistical nightmare to the extent that I have cancelled most social arrangements in Aberdeen city centre.

Tradespeople need easy access around the city to carry out essential work on people's homes. As do delivery services. By making it far more difficult for them to get around do their jobs, the bus lanes will make it harder for these people to provide much needed services to local people.

I like many other people have disabilities that might be quite mild, but that nonetheless make me heavily reliant upon my vehicle. The bus gates create very obvious barriers to mobility for us.

By imposing bus gates, the Council have increased the risk of people being unable or unwilling to attend social engagements due to logistical problems of getting from A to B. This, in turn, will increase social isolation as well as causing economic problems for businesses.

These bus gates very clearly discriminate against the elderly and people with disabilities who are heavily reliant on being able to use their vehicles to get around. In terms of providing reasonable accommodation for the many people in our city who are affected by mobility problems, the decision to not impose bus gates would have been simple. Instead, the Council has actively imposed further barriers to mobility for those people.

I therefore wish to record my strong objection to these bus gates based on the extent to which they will contribute to social isolation, problems for local businesses, increased difficulty in providing much needed delivery & trades services and the increased barriers they pose to people who already have mobility problems. Barriers which I believe very clearly amount to disability discrimination.

Kind Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 19 January 2024 18:13
To: TrafficManagement
Subject: Bus gates Aberdeen

I refer to the above and the disaster this has created.

We commute in to Aberdeen from Ellon and also chauffeur my mother from Mannofield around. Nothing is now easy in navigating the town centre. If we need to drop someone off at the train station our usual route along the beach to Market street is now prohibited as we cannot continue straight on onto Guild Street. Similarly, getting from Mannofield to Union Square is now harder given Guild Street is a no go area.

The town centre started to become harder to navigate when Broad Street became bus only along with Schoolhill. We used to frequently shop in the town centre - Bon Accord Square/ St Nicholas centre etc but have not been there for months. We didn't even visit the Christmas market as the town is now not user friendly in my opinion.

When you once could easily drop someone off outside Markies and tour the block while they shopped you now just shop online.

Not being able to drive down Market Street and Bridge Street is just daft and not being able to turn right at the end of Union Terrace, why?

There is no way that people will ditch the car and take the bus because of these bus gates allegedly making journey times quicker. All these measures have done is turn footfall away from the centre.

I have yet to read a positive comment or read anything that this policy has promoted.

I hope common sense will prevail and at the end of this trial we can go back to promoting the town centre and making it more easy to navigate.

Appreciated,

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 18:42
To: TrafficManagement
Subject: Strong Opposition to Bus Gates and Proposed LEZs in Aberdeen City Centre

Dear Aberdeen City Council,

I am writing to express my profound concern and disappointment over the Aberdeen City Council's decision to implement bus gates and propose Low Emission Zones in the city centre. These measures, which appear to have been made without adequate consideration of their impact, are causing substantial harm to the vitality and economic health of Union Street and surrounding areas.

The introduction of these restrictions has been met with dismay and frustration by both residents and business owners. Since the implementation of the bus gates, we have seen an alarming trend of business closures, including the notable departure of Marks & Spencer from Union Street. This is not just a loss of a store; it's a symbol of the decline of our city centre, a direct consequence of the Council's ill-advised decisions.

It is abundantly clear that these measures do not reflect the interests or the will of the people and businesses of Aberdeen. The lack of adequate consultation with those most affected by these changes is deeply troubling. Decisions that have such profound impacts on our community should not be made unilaterally and without the explicit support of the local population.

In light of these concerns, I strongly urge the Council to:

1. Immediately review and reconsider the implementation of bus gates and the proposed LEZs, recognising their detrimental impact on local businesses and the overall appeal of our city centre.
2. Conduct a transparent and democratic process to assess these measures, including a local vote among Aberdeen residents to truly gauge the popularity and acceptance of such changes.
3. Open a constructive dialogue with local businesses, residents, and other stakeholders to find viable solutions that protect our city's economic interests and its environmental goals.

The decisions made thus far are not only counterproductive but also indicate a concerning disregard for the livelihoods and opinions of the people who live and work in Aberdeen. The Council must take immediate action to rectify this situation before further damage is done to the heart of our city.

I expect the Council to acknowledge these concerns and not just ignore the feedback that will have been given to you by concerned residents!

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 18:44
To: TrafficManagement
Subject: Bus Gates by the harbour and Union Street

This is an ideal plan to kill all the businesses at that end of town. I regularly took my car in to do big shops in town and to help at the Salvation Army. Stopped going as soon as the bus gates were introduced. Shopping now online or in Dundee/Edinburgh. Aberdeen is no a dying city and this is the final nail in the coffin!!

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 18:46
To: TrafficManagement
Subject: Objection to Traffic Management Bus Gates

Dear Sirs,

I wholeheartedly object to the temporary bus gates in place around Aberdeen City Centre.

From a professional standpoint, it has made travelling for work very difficult. As a person who performs property viewings and works within the property sector, getting to and from certain properties in town has become impossible. Public transport is not a viable alternative as I have a busy schedule.

From a personal point of view accessing Union street and the very few shops that are left on it has become highly challenging. My elderly relatives used to be dropped off at the bottom of Union street but they are now forced to walk much further, this endangering their health.

Overall, the bus gates inhibit access to most of the City Centre. They prevent new businesses from succeeding in town and they discourage anyone from wanting to support Aberdeen in general.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 20:17
To: TrafficManagement
Subject: Bus gates and traffic planning in Aberdeen City

To whom it may concern,
My feedback regarding the recent unilaterally decided changes to traffic control in Aberdeen city centre.

I'm confused where I can drive, my mother refuses now to drive into the city centre scared to get a ticket. I've lived here all my life, I drive to work at Frederick Street every day. That's not an issue. But if I want to go into town. It takes planning and walking. And limited choice of shops and parking. I hate Union Square, and have never shopped in any of the shops there. You have categorically stopped me from enjoying my city centre being able to drive in a sensible route and Made it more inaccessible for my self and my limited mobility Mum.

The bus companies may be happy to keep better to schedule, but with less passengers and less shops as you have created a continuing death of Union street and Bon Accord centre.
Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 20:27
To: TrafficManagement
Subject: Experimental Order 2023

I object to the Traffic Management Experimental Order 2023.

Living in the Midsocket area of town, my journeys to and from the beach area now involve significant detours to get to and from the beach with the amount of East to West/West to East routes that are now prohibited to motor vehicles. The beach area is a recreational area that I access frequently and also for work purposes, but journeys have increased to up to 30 minutes from a previous journey time of 10 minutes. Journeys now involve circular routes along Riverside Drive to Great Southern Road or Beach Road to St Machar Drive, when previously we would have used Union Street, then Schoolhill. Hutcheon Street is frequently queued up all the way from Berryden to Mounthooly, so St Machar Drive becomes the alternative to Riverside Drive. The journeys require many more miles and use much more fuel than previously.

As for transporting my elderly and mobility impaired parents to the centre of town for shopping, cafe and restaurant outings, this has become impossible, in particular to access Marks and Spencer at St Nicholas Street. Blue Badge holders cannot get close to the Bon Accord or St Nicholas shopping centres, there being no passenger vehicle access via Schoolhill. Union Street, Market Street or Broad Street. Not everyone can access the centre of town on a bus, and if people are carrying shopping, sufficient drop off and pick up points are required along with bays for blue badge holders to assist passengers from business premises/shopping centres to vehicles when they cannot wait on pavements or walk as far as required for motor vehicle access.

As for accessing the bus and train stations for drop offs and pick ups, this has only become harder with the bus gates on Bridge Street and Guild Street - what exactly is the plan meant to be for travellers and visitors to the city arriving and departing on buses and trains? Restricting motor vehicle access can only work if there is a joined up plan for all aspects of public transport. Local buses on the Bridge Street to Market Street section of Union Street are difficult to access for people with luggage or with mobility issues, so cutting off motor vehicle access to this key transport hub is problematic for people using the bus and train stations.

Since the experimental order came into force, I have spent more time and used more fuel detouring around the restrictions to get across the city centre, but have continued to walk from home into the city centre as I don't require to take a bus to get there. Therefore I see no advantages in the Experimental Order 2023, but many disadvantages, particularly for people with limitation on their mobility whether by physical impairment or circumstances involving baggage/luggage.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 20:27
To: TrafficManagement
Subject: Bus lanes

I think it's ridiculous these bus lanes do nothings more than take cash off struggling people the roads in aberdeen is hard enough to navigate round with a satnav before you make it harder. Will cause alot more fumes in the air as you have to take the long way to your destination so car is running longer and you have to use the brakes more causing more brake dust. Wish is as bad if not worse than emissions.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 21:00
To: TrafficManagement
Subject: Bus gates..

Bus gates are scaring car drivers who are aiming to go into the city centre away.

Car owners pay big money to keep a car and are not going to leave it at home and take the bus into the city centre - fact !!

Please, Aberdeen City Council review this Bus Gate decision as it is basically sucking the life out of the centre of our beautiful city.

Kind regards
[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 21:35
To: TrafficManagement
Subject: Bus gates

I'm writing to give my views as requested on the Aberdeen city centre traffic management.

I think the bus gates should be removed to allow freedom of traffic movement in the city centre that allows people to choose which side of the city they wish to park in or travel to without it being a logistical nightmare. I live south of Union street so very rarely park north of Union street due to the nightmare of figuring out how I'm going to get there.

I rarely go past Union square and I'm confused as to why Union street is now just for taxis and buses as there is very little there and will be less in the coming months due to M&S closure. The bon accord centre will be mothballed next and then our city centre will be past saving. You have split the city in two with this ludicrous plan that might have made sense if our city centre was thriving but sadly this is not the case.

[REDACTED]
Aberdeen

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 21:49
To: TrafficManagement
Subject: Bus Gates and Other Restrictions

Good Evening

I would urge Aberdeen City Council to rethink the current restrictions that are suffocating Aberdeen City Centre. The road closures and Bus Gates giving private companies and minority groups priority is strangling the city centre. Increasing journey times and actually increasing pollution.

Union Street is a main arterial route East to West (it was built for a reason) and traffic is being squeezed onto narrow side roads.

The bus gates in and around Bridge Street, Guild Street, Market Street should be removed along with the no right turn from Union Terrace.

I am not against improvements but they need to be at the correct scale. Aberdeen is a small city and the restrictions are hampering any hope of reviving the city centre.

Focus the pedestrianisation on the north side of Union Street east of Union Terrace. Create a pedestrian zone linking Union Terrace to Belmont Street, Back Wynd, Schoolhill, UpperKirk Gate, Broad Street, redeveloped Queen Street, Lodge Walk, The Castlegate and onto the Beach via a revamped Beach Boulevard.

I trust Aberdeen City Council will listen to the people and actually allow the city to breath.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 21:55
To: TrafficManagement
Subject: Bus Gate Consultation

The ban on a right turn off of Union Terrace has resulted in me and other drivers who are coming from the Mannofield area having to take an indirect route to Bon Accord Centre as we now have to get onto Carden Place/Skene Street to turn onto Rosemount Viaduct/Schoolhill from there.

As well as shopping, I also drop my son at school at Robert Gordon's in the morning this new route forces me past 2/3 other schools, Aberdeen Grammar and Gilcomstoun Primary definitely, whereas before I went up Holburn Street, down Union Street, along Union Terrace and turned right at the end onto Rosemount Viaduct/Schoolhill. It seems very odd that the 'better' route is past 2/3 other schools. The 3rd school is Ashley Road Primary as I have to get up into Carden Place at some point from Great Western Road and you have to get onto pretty far back otherwise you get stuck on a side road trying to get onto it in a solid line of traffic as everyone from that side of town has to go that way now

I don't see how banning this right turn in front of the Central Library helps the buses, there is no oncoming traffic so when it's Union Terrace's turn to go at the lights, you just go left or right with no holdups. If it's about pollution, all you have done is move it to Queens Road/Carden Place/ Skene Street.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 23:08
To: TrafficManagement
Subject: City bus gates

Sir / Madam,

I'm glad that ACC has finally decided to consult the public over the city traffic management changes & bus gates that were implemented.

I can only presume that having seen the disaster it has become, it has now been described as "experimental". Well I think it goes without saying that the experiment is a complete and utter shambles. Businesses losing out, footfall reduced in the city, local people royally hacked off and trying to figure out where to go to get across what should be a simple and easy to navigate city. The desire to get more people using public transport to get to the city is so misguided when we have such a poor and unreliable public transport system in the region - surely this should've been realised before coming up with the scheme.

Living on the southern side of Union St in the ferryhill area and with my family on the north of the city I now have to navigate the most ridiculous routes to get across. The no right turn at HMT is particularly confusing as to what it is aiming to achieve.

It is my opinion that there should be an inquiry in to why this was rolled out without a much more significant & public consultation - jobs have been lost & local businesses impacted significantly as a result of it.

The number of flats & houses for sale in the city centre demonstrate how undesirable the place has become, and these decisions certainly haven't helped.

Best Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 06:31
To: TrafficManagement
Subject: Experimental bus gates etc

Please remove them and open the city up again.

Regard

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 08:16
To: TrafficManagement
Subject: Objection to experimental bus gates

I observed last year a great number of foreign tourists brought into the city on cruise ship tours. They were visible not only on the seafront but also in large numbers on Union Street taking photos and often buying cosy layers in Marks and Spencer's. I fear the experimental bus lanes are preventing businesses in the town centre from prospering and causing numerous businesses to close with many leaving the city altogether. I don't think this is good for the local community but I fear the lack of high street outlets available to visiting tourists will result in dropping numbers and potential rerouting of cruise ships to other more interesting and prosperous ports. With social media reviews it doesn't take long for word to spread that the city has little to offer. The City centre needs to thrive and offer opportunities for locals and attract tourism.

I vote to reinstate the traffic flow.

Kind regards
[REDACTED]

Sent from my iPhone

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 09:31
To: TrafficManagement
Subject: Bus gates

Hi

I come from Fraserburgh and now would never drive in Aberdeen apart from hospital visits. I do not believe there is enough signage and would not know where to go. I was caught out several years ago with a bus gate in Aberdeen .

I believe you have caused the death knell to Aberdeen city centre and with these restrictions people will not come to Aberdeen.

Yours

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 09:44
To: TrafficManagement
Subject: Bus gates

Morning,

Just reading in todays P&J re survey which was news to me???

My family view is that it's another obstacle for people going into the city. Union street shall never be what it was and i avoid the city like the plague. I blame the council and Scottish government for most of this debacle and look forward to visiting anywhere other than our city centre.

Regards

[REDACTED]
Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 09:45
To: TrafficManagement
Subject: City centre shambles

Aberdeen city centre is just a shambles now.
Public no longer want to visit city centre because of all the bus gates/lanes and all the changes to getting around city centre now.
Put it back to the way it was years ago.
Soon be nothing left to come to city centre for as businesses are all affected too.

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 11:39
To: TrafficManagement
Subject: Bus gate

What an absolute joke!!! You are killing our city. You have cut off the heart of Aberdeen. To come from my home into the city centre is now a detour that is usually gridlocked. Why not ask the people of Aberdeen who regularly commute the route their opinions and the effect this would have on their daily life BEFORE you go ahead with this money making farce.

[REDACTED]

From: [REDACTED]
Sent: 20 January 2024 12:11
To: TrafficManagement
Subject: Bus Gates

Dear Sir,

I have lived in Aberdeen with my husband since 1986. We have loved our time here and have enjoyed all that Aberdeen has had to offer. We are deeply saddened to see how Aberdeen has deteriorated before our eyes over the last few years. We appreciate that times change and there has been a pandemic but compared to so many towns across Scotland and England Aberdeen stands out as the worst.

And so the bus gates ... another instance of how respectfully you have got it so wrong. Some people choose to go by bus to Aberdeen but many prefer the flexibility of the car. I for one am not going by bus (even though it's free to me) when I do my food shopping at M&S. Aberdeen used to be a destination for people outside of the city but by adding these bus gate for the FEW you have completely forgotten the many. I, like many, find coming into Aberdeen extremely difficult thanks to your nonsensical road and bus routes. No one knows where they can and can't go. I can't turn left anymore out of Union Square to get to Cults. Not realising your bus gates I ended up with a fine over the Christmas period. You have spent millions building a garden but who is going there from out of town??

Bus gates for Aberdeen are ridiculous.

I hope you take the time to read this email as all of my friends think the same.

Kind regards,

[REDACTED]

[Sent from the all-new AOL app for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 12:18
To: TrafficManagement
Cc: Lynn Morrison
Subject: Consultation on Bus Gates

Dear Sir/ Madam, I am responding as part of the current consultation in respect of the traffic management measures in and around the city centre, specifically the bus gates that have been introduced.

My objection is that these measures while focussed on priorities of establishing priority bus routes and improving travel times and reliability have been progressed at the expense of wider impacts on the city centre economy which were entirely predictable. While they may have achieved improvement against the specific aims of the programme there have been significant wider negative consequences for our city.

I believe the impact of these on the footfall in city centre including Union Street and the Bon accord and St Nicholas centre areas needs to be strongly considered. At a time when our high street is struggling, the impacts and unintended consequences of any traffic control measures on our local economy including how attractive or otherwise it feels to people planning to visit the area must be given more weighting in the decision making process.

On the measures specifically, as a resident of the city who has driven into the city centre for many years, the new arrangements are not easy to understand and I can only imagine how confusing they will appear to visitors to the city, less experienced/ less confident drivers including older people for whom a trip into town brings wider social connection benefits, and whose experience will now be a very stressful one potentially resulting in a fine which at times of economic hardship will be another factor in their decision whether to head into the city centre or not.

While I see other neighbouring cities such as Dundee working hard to try and make it more attractive to visit for retail and leisure, Aberdeen City appear to be putting in place more and more deterrents for people travelling into the city and as a result people are voting with their feet and heading elsewhere. While I support the need to improve public transport and other travel options, we must recognise that many people will continue to travel by car from across the city and in particular from Aberdeenshire and many visits to the city centre are tied in either other travel plans and personal circumstances that may mean bus transport is just not an option for many.

I am a strong advocate for our wonderful city and what we have to offer and it saddens me that we are not considering a different approach to some of the challenges that these measures are apparently trying to address.

I hope that the council can find a way to work more closely with, and listen to, local businesses, Aberdeen Inspired and other local initiatives that are trying to regenerate the city to come up with solutions that actually reflect how people live, work, and want to spend their leisure time and not

continue with a singular traffic management plan that appears to be counter to the need to create a vibrant city centre.

Lastly I would like to feedback that this is not the easiest process to contribute to and would suggest having a consultation survey tool that people can more readily find and access and is more visible on the website to increase your response rate to future consultations.

Yours sincerely

A small black rectangular redaction box covering the signature.A large black rectangular redaction box covering contact information.

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 12:30
To: TrafficManagement
Subject: Bus Gates

I have lived in Aberdeen for 66 years and can confirm that the bus gates are the most disruptive thing to happen to the city centre.

Our city centre is not a natural fit for alternative routes and put most people off from coming into the city centre !

Great perhaps for the bus companies (though my experience is that they are frequently not on time , often cancelled and at certain times grossly overcrowded)

Great also for the council reeling in the fines

Perhaps the next survey should be how many people now go to Dundee, Edinburgh and Glasgow for their shopping - I think you would find the results alarming

The bus gates have been the final straw in catastrophic city centre policies driven by the bus companies and cyclist bodies

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 12:42
To: TrafficManagement
Subject: Bus Gates

I won't be coming into Aberdeen now
Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 12:45
To: TrafficManagement
Subject: Bus Gates ETRO

Dear Sir/Madam,

It is disappointing that Bus Gates were not subject to adequate Consultation, with the autocratic use (*maybe mis-use?*) of an ETRO.

Consideration should be given to exempting Blue Badge holders. Unlike that stated at a Council meeting, this is possible - as exemplified by the exemption applied for the LEZ.

There should be an Impact Assessment in relation to the unintended consequence of discouraging people from visiting the City Centre. Many people I have asked about the Bus Gates say that they will no longer go to the City Centre. Also, layout of the City Centre (for example, there being no 'grid pattern') will force traffic onto unsuitable alternative roads.

The potential re-routing of busses, following the closure of the Union St M&S should be considered - alongside the potential change of traffic pattern resulting in higher footfall in Union Square.

The net Utility (*ie, difference between the Positive and Negative consequences*) is likely to be negative. This should be assessed from the results of a competent Impact Assessment.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 12:59
To: TrafficManagement
Subject: Bus gates

The bus gates have just left the city centre a no go for me as I can use a bike it is not safe for me in case I break my hips
I have on been in the city centre for about 2 years as the bus service is not good we had 3 Bus at one point now we are down to 1 so I will not take my car in to town we go shopping outside the city that is why all the shops are closed

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 13:19
To: TrafficManagement
Subject: Bus gates

Dear Sir/ Madam

In reference to the bus gate. I totally disagree with the whole issue

I feel it is counter productive as it has added to the congestion and there is much more pollution as we have to take long detours to get anywhere in the city, and extra costs involved, also the shops are suffering. The whole situation is just a big debacle.

Market street in a main route through to the docks so why do you want to cause more congestion around that area, can't understand the folly of that at all ??

There been a lot of money spent on Union Terrace Gardens and now it has been blocked off or made it difficult to access !!! All the detours is using more fuel adding to the pollution, so WHY WHY WHY !

Please review the whole situation as it has caused so much problems to everyone as public transport is a disaster, so unreliable.

[REDACTED]

Angry City user

Get [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 13:50
To: TrafficManagement
Subject: Bus gates etc

I am writing to put my views of the bus gates and road restrictions of the city centre across.

I am not a resident of the proposed area however I live in Aberdeen and a car owner. I was once a frequent visitor to the city centre shops, at least once a week. Since the road restrictions and bus gates have appeared, I rarely ever head there. I choose to go to smaller retail parks such as Westhill and Portlethen and for my other shopping which I would normally get in town, I now do online.

When I do require to travel with my car from A to B, I find myself going a longer route, along with every other commuter, which is usually extremely busy even out with peak times, because there is nowhere else to go. Surely making a journey longer is the opposite of what you are trying to achieve with more congestion and emissions being spread out of the heart of the city.

Maybe once upon a time I was in agreement with pedestrianising part of Union Street when it was full of shops, NOT shopping centres. There is no hustle and bustle in the heart anymore, there's no reason to go there, and when a heart of something is damaged, it leads to all kinds of complications.

As for trying to get into Union Square one weekend, it took me 10 minutes to travel from my home, 25 minutes sat in gridlock on the surrounding streets to get into the car park, 20 minutes in the actual shopping centre and another 25 minutes to get out of the car park and surrounding streets. That was not a nice experience, frustrated drivers everywhere.

If you are trying to reduce the level of transport within the heart of the city centre, then you are going about it the right way. But the ripple effect is much greater, with shops going out of business, Union Street has no glory, and the pollution has shifted elsewhere.

I also took my elderly mother into town to spend her Christmas vouchers at M & S a couple of weeks ago (first time in 18 months). She is not disabled, but suffers from osteoarthritis in her feet, and gets breathless due to previous Myocardial Infarction. We parked in Bon Accord centre and took a slow walk along. This made me realise a few things. Many elderly people still go into town for their shopping, using public transport. However, accessibility is becoming increasingly difficult to reach such shopping centres from Union Street. I used to be able to drop my mother off at a point closer to where she was shopping, as walking a distance is problematic.

I am not sure what will come from this, but these are my experiences and views.

Kind Regards

██████████

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 13:54
To: TrafficManagement
Subject: Aberdeen's retrospective consultation on bus gates

Dear Sir

I write in response to your request for feedback on the newly imposed bus gates in Aberdeen.

I have found the new layouts of the roads to be very complicated, and it is taking me a lot of time to plan any journeys I need to make, and causing panic when I am in town and feel I might have taken a wrong turning. For example. dropping someone off to catch a train used to be a simple arrangement but now needs to be planned and thought out in advance.

This confusion has stopped me from visiting areas such as the beach, the shopping centre at the beach, Union Square, Union Street and other areas.

I am now becoming more familiar with the new routes but I am resorting more to online shopping as coming into Aberdeen is too much hassle and too time-consuming.

I would like to express my opinion that these restrictions are clearly causing a lot of people to stay away from the city centre, or stopping them from crossing the city to a shopping or leisure destination.

I feel these restrictions are killing off what is left of Aberdeen City Centre. I would be grateful if you would lodge my objection.

Yours sincerely

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 14:02
To: TrafficManagement
Subject: Bus Gates

Hi,

Now that bus gates have been installed in Aberdeen, I will not be driving in to Aberdeen again.

I will simply shop in Inverurie.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 14:27
To: TrafficManagement
Subject: Bus Gates

Hi

In the light of only 200 complaints officially being put in. I'm not sure where this figure comes from when Merchant Quarter meetings have been heated with every business complaining on behalf of all their employees I work in exchequer row and can finish work anywhere from midnight to 7am. We have 80 employees who cannot use a bus service nor have a direct route to work For example I stay in Danestone. Prior I could go down market street or along guild street, instead I'm using more petrol and emissions as I have to go up market street and back down it to get into the ncp carpark on ship row. I'd be interested to see how many cars went down Market Street from Union Street. Not once was I ever caught in traffic, guild street was only ever bad due to buses! Why would you ever allow that as a terminus for driver changes is beyond me This has heavily impacted our business as in the words of customers it's too much hassle to get to. Likewise the ncp is running at a loss for the same reason putting jobs at risk. I'm struggling to see any benefit whatsoever only the demise of the city centre [REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 14:29
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Dear Sir/Madam,

I would wish to record in writing some broad but carefully considered thoughts relating to the above experimental traffic order. I do this as part of the ongoing public consultation exercise.

Since the introduction of the measures covered by the traffic order, I have only visited one part of central Aberdeen for shopping - the Beach Boulevard Retail Park. If, as apparently is now separately planned, the Beach Promenade is also to be closed off to all private vehicular traffic, it would then be my intention to discontinue even these beach area retail visits. In common with many other elderly people across the north-east, I have simply 'voted with my feet' regarding the wider retail and leisure options available within Aberdeen city centre. Instead, we now shop almost exclusively at 'out of town' venues (notably Portlethen, Stonehaven and other traffic-friendly locations easily reached through using AWPR links).

In spite of consistent averral by the present council administration that they wish to refresh, even regenerate, Aberdeen's city centre, virtually everyone across the north-east of Scotland knows that this is simply not going to happen. Union Street regeneration was always going to be a very tricky challenge (like I chose to do myself, national retailers are also now 'voting with their feet' - most recently Marks and Spencer who just last week who have decided to bring to a close their city centre presence stretching back over an eighty year period). This tricky, in my opinion intrinsically near impossible, Union Street regeneration challenge has now in my view been completely blasted into touch by a naive council administration who do not appear to know what they are doing in terms of traffic management and the need to balance effectively private vehicular use, public transport use and provision for cyclists and pedestrians. Other cities across the U.K. have managed this extraordinarily well - it saddens me as a native Aberdonian to have to record that Aberdeen has been as ineffectual in this direction as any U.K. city or sizeable town I have ever visited. (Even some of the most economically challenged cities in the U.K. have far more vibrant city centres at the present time than we have been able to experience for many, many years here in Aberdeen).

I would also wish to feed into the present consultation exercise my unbridled and unqualified disappointment that Aberdeen City Council took the extremely unusual step of using an 'experimental traffic regulation order' rather than proper public consultation before the completely undemocratic introduction of these hugely controversial bus gates and a whole raft of associated traffic and pedestrian measures.

Yours Faithfully,

[REDACTED]

(Presently living outside Aberdeen in Aberdeenshire, but still the owner/part owner of a number of properties and payer of council tax within Aberdeen city (details available on request))

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 14:32
To: TrafficManagement
Subject: Aberdeen Bus Gates

To whom it may concern.

I personally avoid coming into town since the bus gates opened. I find orientation around Aberdeen city extremely confusing and don't want to be fined for taking a wrong turn.

I choose to shop online rather than visit now.

Sad to see the city this way now.

Regards

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 14:57
To: TrafficManagement
Subject: OBJECTION TO ROAD TRAFFIC ORDER

Hello

Please consider this email as formal objection to the road traffic order currently in place. I have read and understood your policy in it's entirety and it is not fit for purpose.

Firstly, I will be conducting my own investigation into where all the council members who came up with this policy live, and how this affects them. If one or more of these members resides out of the area, they are not in a position to comment or impose any restrictions on the people who are directly affected by their decision making.

Secondly, I will also be requesting further information as to how this trial run has affected traffic management and city centre footfall. From what I have observed, the buses have increased their time delays and frequency resulting in unreliability, which was one of the reasons for imposing such a policy. With regards to the traffic in general and prior to this experimental enforcement, I had never experienced delays. However, that has since changed. Rush hour traffic adds 30+ mins minimum onto a journey to and from work due to the bus gates. With regards to visiting the town centre, businesses and shops are closing daily, it is no coincidence that this has happened within months of enforcing bus gates and the closure of union street to cars.

Thirdly, I believe that everything that has wheels and is allowed on the road, should be treated fairly and in exactly the same way. You have made it abundantly clear that you are discriminating against car users trying to enforce this combined with a proposed ULEZ. I read your consultation for the 2023-2030 plan which was highlighted on social media, further reinforcing your dislike towards car users in particular. I don't recall ever agreeing to such policies either and if your aim is to close businesses and push people out of the city centre it's working.

Please advise how I am able to attend the meetings whereby decisions like these are made, that affect the public, as I would like to express my opinions and provide real solutions, seeing as logic is lacking from the current membership.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 16:16
To: TrafficManagement
Subject: City traffic

Hi,

I see by the EE article that the general public are now allowed to give their views only after bus and taxi firms have been consulted, surely this is the wrong way round as to the best of my knowledge the bus firms and taxi firms do not own the roads, if they belong to anyone they belong to the citizens of the city. This council is a mere custodian of the city and I don't believe this gives them carte Blanche to do what they like to our city or our roads. Many people in the city do not find it easy to get from place to place and if they have to walk considerable distances if the bus stops are not near where they want to go, they won't bother and shop online, this will only get worse as the population ages. I have first hand experience of this when I had great difficulty walking because of an operation it was a godsend that my wife was able to take me close to where I wanted to go, I am not alone. The various groups trying to revitalise the city centre are certainly not helped by the road closures and bus gates and my personal experience the bus gates have not improved the punctuality of the buses and as for the bus companies saying things have improved, they have to say that don't they they are certainly not going to say it has made no difference. This has got to be reconsidered, here's an example how do I get from Torry to Denburn car park. I can only think of two ways to make this journey and they probably three times longer thus using more fuel and obviously more pollution. Go on have a go, before you could go Victoria bridge South Market street Guild street Bridge street Union terrace either left or right, there Voila. I could give you further examples but I won't. I realise as you do that my mini rant won't make any difference as the die has been cast and the gates are here to stay I just wish or wonder if a cost analysis was carried out before this counter productive decision was made.

[REDACTED]
Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 16:37
To: TrafficManagement
Subject: CV bus gate

In reply to your bus gate survey, I live in Peterhead but work in Aberdeen and have fallen victim to the bus gates you have created.

This was to undertake a car waiting to turn right, I feel this is a little unfair.

I have many friends who now don't come into the city to shop for fear of driving in the wrong lane, getting lost or unable to reach familiar parking areas due to the bus gates.

They now prefer to shop local when possible or travel to Inverurie which appears to be a thriving community with plenty of choice in retail and hospitality.

At a time when shops and restaurants are closing down at an alarming rate and footfall into the city is at an all time low I feel the timing of implementing the bus gates is completely inaccurate.

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 16:51
To: TrafficManagement
Subject: Bus Gates Views

To whom it may concern

I see that comments on Aberdeen's Bus Gates are being invited so I thought I would share my views.

The practical impact they have had on me is that I have simply stopped driving into town, as I have little idea of where I am going to encounter the Gates, and even less idea of the alternative routes available should I find myself having to avoid one.

My experience of having to take a very convoluted route to the Gallowgate car park from the Art Gallery last year was enough to put me off....it is very disconcerting, and rather saddening, to have to re-route through the city I thought I knew so well.

My heart goes out to the numerous businesses who have had to close due to the lack of footfall in the city centre; it is simply not an attractive destination any more, and I must say I have found browsing in Banchory, Inverurie or even Dundee a far more rewarding experience.

As a teenager I used to work as a Saturday girl in a Union Street bakers shop, and recall seeing the pavement outside simply thronging with shoppers every week, there was such a wide choice of retailers, and it was a happy ritual to go 'doon toon' shopping. But the introduction of the Bus Gates and other traffic reducing measures have sadly put an end to the population enjoying this old tradition.

On the subject of the negative changes to the city centre, many comments have been made about 'nails in the coffin' ...it is heartbreaking to realise that the coffin in question is our once vibrant city centre.

Regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 16:56
To: TrafficManagement
Subject: Aberdeen's retrospective consultation on bus gates

Dear Sir

In my many years in business and industry I have never heard of the term retrospective consultation, the word consultation itself, to me and many others, implies that the stakeholders are consulted prior to a decision being taken, particularly where the subject matter is sensitive and impacts thousands.....shame on you!

This retrospective request has merely added to the rate of the loss of credibility of Aberdeen City Council. Surely this must be of concern to those holding public office, maybe less so for the Civil Servants

The communication of the introduction of the "gates" was extremely poor, if not shocking..... for the public to be presented with a fait accompli in such a matter affecting all in Aberdeen is fundamentally unacceptable and to be frank, insulting.

To restrict access under the banner of reducing emissions whilst essentially killing off city centre businesses is to my mind the opposite of a balanced transition to net zero.....it was recognised at National and Scottish Government level that a series of small stepping stones, with short strides between them, was required and is the way to win the hearts and minds of the population. The approach adopted by the Aberdeen City Council is akin to an Atilla the Hun approach, total disregard for the people.

When on business I find myself spending more time in my car or taxi than before due to the necessity to circumnavigate the gates and the restricted road access.....I am not convinced this is reducing my commuting/business emissions but I would like to hear the council argue that point

At a point in time where the Council is promoting the view of the redevelopment of the beach front, I find it difficult to understand where this new road management policy encourages people to go to the beach.....indeed the polar opposite, I have no desire to sit for an extended period of time in my car, but I hear you cry, use the bus.....indeed I would if they themselves were timely and pragmatic in their routes, ...use a taxi....if there were sufficient taxis available [at a reasonable cost] but due in part at least to the somewhat draconian system of driver approval in Aberdeen [which can take a driver up to 22 weeks to get his license, compared to say Inverness where the average is 4 weeks]...there are insufficient taxis and drivers to service the daily needs of the city.

Despite the best efforts of " Our Union Street" [which the introduction of gates dealt a body blow to!!....I wonder if there was any consultation or collaboration there..] the desire to visit Union Street has on my part not just diminished but disappeared mostly due to the traffic management system.

But, it is claimed by the powers that be, there is Union Square. Indeed there is, if one could navigate quickly, efficiently and without frustration to the Square, the gates put an end to that!

So where do I turn to....Amazon et al...the result of which will see the demise of other city centre commercial outlets, this is not what we want as a society...we [the public] want to see footfall in the city centre with local businesses benefitting

In closing please register my RETROSPECTIVE objection to the introduction of the gates

May I suggest that the City Council may partially redeem themselves in the eyes of the Aberdeen population by adopting a sense of humility and removing the gates and stating they will look for a more balanced approach to reduction of city centre emissions.....



[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 16:56
To: TrafficManagement
Subject: Bus gates

I object to these because the general public have to drive more to get to where they need to go creating more fumes etc Not to mention we pay for the roads. It is criminal to close them to the payers so a private company can run their business.

Aberdeen city council are supposed to work for the better of the people of Aberdeen not private companies!!!!

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 20 January 2024 16:57
To: TrafficManagement
Subject: Bus Gates Guild Street

This is a dreadful idea to implement these Bus Gates permanently. It does not allow people to access the area and it looks like Union Square is the councils option for the main shopping in the city. Elderly people and disabled people are unable to get easy access to the area. The council are making a Total Mess of Aberdeeen City centre and surrounding area.

[REDACTED]

[Sent from AOL on Android](#)

[REDACTED]

From: [REDACTED]
Sent: 20 January 2024 17:16
To: TrafficManagement
Subject: Opinions

Some much info to read. Is this the email where I can give my views on the 6 month trial bus lane gate?

Please stop! Nothing is clear. Nothing shows up on the SAT NAV and it costs me £60 in fines every time I go into Aberdeen. Christmas over, it'll be some time before I venture into Aberdeen again. I'm looking forward to my free bus pass in September! Shortly, I won't be able to use my car at all and I'll do everything online.

Although you must be earning an absolute fortune in fees, the shops will suffer.

I usually park in Denburn, but on my last visit, your cash machines weren't working and I couldn't get a signal to pay on the app.

This has to be sorted!

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 17:37
To: TrafficManagement
Subject: Bus gates survey

I'm strongly recommending u to scrap this nonsense of bus gates .
Question 1 how do u get to the beach from the west end .
Name the routes to take when u approach from top end of union st.
THE BUS GATES have stopped all traffic travelling from west to east unless your a taxi driver .
NO 2
Retailers need footfall .and shoppers go to shop so therefore 1 bag or usually 2 bags of shopping for most people r common .there is no way people will carry shopping like that on a bus . Free car parking for everyone at weekends bring thousands of people to town and because the council have put this ridiculous gates in place they are fully responsible for shop closures .. if fact the council should be sued by the big retailers eg JOHN LEWIS and MARKYS and all the others different retailers who have closed for effecting there business .
They would have never moved to union st /George st etc all those years ago if those stupid diversions and anti car restrictions had been in place . It's the council fault . No one else for closures .
UNION SQUARE now is so successful that the roads are not adequate and that's another council failure .
The bus gates only adds more confusion . The council planning again got it wrong . I can go on and on but that will do ..
Heads should roll big time for those decisions [REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 20:07
To: TrafficManagement
Subject: Bus Gates

Dear Aberdeen Council spokeswoman,

Aberdeen city residents have been asked to respond to the bus gates that were installed last summer.

Aberdeen city is a pretty dismal city at present with Union Square being only reasonably lively area and these bus gates have made it even more challenging to access the shopping area car park

Now that M&S are relocating to Union Square, access should be more accessible With open roads, not angering residents further by making it difficult to work out how to get around the city.

In order to reach the beach from Holborn Junction a re route to Great Southern Road and along Riverside Drive is the only possible route.

A disgruntled resident



Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 20:23
To: TrafficManagement
Subject: Bus gates

I am an Aberdeen born citizen . Until recently I was quite comfortable driving into and around the city centre. I personally see no reason for these having been put in place. You say it is to make the city more bus friendly, but there are those of us who are happy to use our own transport. All I can see is that you are pushing shoppers out rather than encouraging them in. I realise you have to make allowances for cyclists, but are they really priority.? I do use public transport and enjoy, because of age, a free pass. This I use now to get into town as I have no confidence trying to negotiate these obstacles. I would be

pleased if a new look be taken regarding these measures , for motorists as well as cyclists and pedestrians. I await with little confidence on the conclusion of this survey. Yours Helen Madigan.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 20:32
To: TrafficManagement
Subject: Bus gates

This has to be the most ridiculous idea Aberdeen City Council has ever come up with. You are sucking the life blood out of the city centre. Not everyone can use public transport and car drivers are now too scared to come into town as they are baffled by the bus gates. More and more businesses are closing down due to lack of footfall. Does anyone on the council go into the city centre and see how desolate it is or are they all just working from home? Why don't you just put up a sign to say Aberdeen closed!

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 20:49
To: TrafficManagement
Subject: Feedback on Bus Gates

The bus gates idea is a total joke, waste of money, not necessary, and should be immediately scrapped. We live in Durris and occasionally attempt to visit the city centre. We have no bus service, and cannot access the 201 service without using a car, which requires car parking on the North Deeside Road, which is non-existent. My wife is disabled and we have a blue badge. Despite numerous attempts, I cannot find information on whether blue badge vehicles are exempt from charge, and can access through bus gates- absolutely appalling. Fortunately we usually manage to find a disabled parking space despite having to cover additional mileage to avoid passing through a bus gate. These spaces need a serious rethink to position them where people wish to visit, and repaint the markings! 2 out of 3 city centre shops are now closed due to Council incompetence in setting excessively high business rates. (Or not challenging central government's incompetence) Consequently any attraction to the city centre is fast diminishing! Why discourage cars from entering the city? Traffic congestion has never been a serious problem in Aberdeen. Union street will soon have tumbleweed blowing down it! Get rid of these useless gates, and encourage people to come into the city centre.

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 22:56
To: TrafficManagement
Subject: Busgates

It was by accident i found out you were looking for feedback. Yourwebsite is confusing. Is this planned?

The gates are unnecessary. Alternative routes are not working. You are stopping so many from going into the city centre. ESPECIALLY as the rural bus service is so bad.

Please rethink and let Aberdeen live again.

Also consider the confusion and stress you are creating for drivers by causing these confusing changes.

Seems to be a lose lose situation.

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 22:58
To: TrafficManagement
Subject: Feedback

I'm writing to provide feedback to the bus gates in Aberdeen city centre.

I object as follows:

- serves to increase traffic in other areas and increase congestion and increases journey times when passing through the city
- poorly sign posted
- communication prior to implementing has been poor, e.g. no letter received
- no public consultation prior to implementation
- makes visiting the city centre less appealing

Thanks

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 20 January 2024 23:51
To: TrafficManagement
Subject: Traffic mis management

To whom it may concern

As some of you may describe me, I am a teuchtar. I stay in Fyvie, well known for its song, beautiful Tiffany window in Fyvie Kirk and one of the most visited National Trust properties in Aberdeenshire, Fyvie Castle where I volunteer and where we welcome visitors from all over the world.

I was born and brought up in the village and up until recently have always enjoyed visiting Aberdeen. The Theatre, Music Hall and shopping especially in Marks and Spencer. We always came in to see the Christmas lights but sadly not this year as you obviously do not want visitors.

I have seen the map of the bus gates and am of the opinion that you do not want visitors. The roads beside the bus station were a nightmare before the bus gates now they are just a no go area. Why can you not drive on to Union Street via Bridge Street - that is just not fair and a trap for unsuspecting drivers.

I have sensible driver friends with clean driving licenses and they have been caught out. Unfortunately, in my opinion, you have ruined Aberdeen with the addition of bus gates and I would welcome any decision to remove them.

Kind Regards

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 02:27
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT)
(EXPERIMENTAL) ORDER 2023

Good evening,

I strongly oppose the new bus gates put in place as there seems to be no thought put in for those of us that live at The Green and how we can get to and from our homes.

There are people with jobs that require them to take their car, so the constant reply from the council to “take the bus” is exhausting.

I also know so many people that live out where I used to live in Aberdeenshire that refuse to come into town anymore as they just don’t know where they can drive.

Please please please consider getting rid of these new bus gates.

Thanks,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 09:31
To: TrafficManagement
Subject: Bus Gates

Hello,

As a resident of Inverurie I feel compelled to voice my opinion on the Aberdeen bus gates, another factor in contributing to the slow decline of Aberdeen city centre.

Instead of attracting visitors and residents to Aberdeen, Aberdeen City Council is doing all they can to keep them away. We have managed for many, many years without bus gates, and there is a good rail system in place to enable people to visit Aberdeen by other methods of public transport, i.e. train and buses.

However, the introduction of the bus gates are causing mass confusion, fines for drivers and in my opinion restricting access to Aberdeen City Centre. In addition to the bus gates, we have the forthcoming ULEZ zones being introduced, another headache for people who have older cars who do not meet the criteria to enter the ULEZ zones. Aberdeen is dying a death, all the major department stores have closed down already, no John Lewis, no Debenhams, no Warehouse, Dorothy Perkins, Wallis, they are all gone. Aberdeen used to be an enjoyable place to visit, with an array of shops, sadly, there is nothing now, and no incentive to visit.

I try to imagine what the tourists who dock in Aberdeen on the cruise ships think of Aberdeen, their impressions of it must be such a let down to them.

I think Aberdeen City Council have seriously let down the residents of Aberdeen and the surrounding areas, and it's only going to get worse. It is a sad state of affairs that instead of councillors putting their heads together to come up with a way to save Aberdeen, it seems they are determined with all their might to turn Aberdeen into a ghost town. They should look at the vast improvements made to Dundee city centre and follow suit.

Bus gates have to go, ULEZ zones have to go - get the people back into Aberdeen and bring it back to what it used to be.

No wonder shops are closing left, right and centre, they are being squeezed out of the city centre by all these unnecessary rules.

I, and my family won't be visiting Aberdeen anytime soon, I'd rather drive another hour and go to Dundee instead, regards, [REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 09:40
To: TrafficManagement
Subject: Bus gates

They have completely killed union street and are quite literally driving the public away from the area. Worst idea ever.

Thanks,
[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 10:22
To: TrafficManagement
Subject: Buss lane consultation.

1) why no online form to fill in. Is this designed to deter responses.
2) whilst working in Aberdeen, i dont venture anywhere near the buss lane areas unless absolutely nessesary.
I live halfway between aberdeen and dundee, the new buss lanes make me feel very unwelcome in traveling to Aberdeen to shop.
As such, i simply dont now, and go to dundee instead.
Wish i had done it years ago.
Its such a welcoming city, and cheaper too.

I find it ironic that a city with a collapsing high street, chooses to encourage thw public to avoid and stick to online shoping or alternative cities.

Especially as i see no obvious gains in the changes.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 10:28
To: TrafficManagement
Subject: Objection to plans

I write to object to the proposed changes to the new city centre bus gates / experimental traffic regulation order (ETRO) consultation. These changes have made my journey worse because it's too confusing, and I have already received a fine so no longer want to drive anywhere near the city centre. Plus public transport or car parking is too expensive compared to buying someone online and paying for delivery.

This week there was heavy snow and you cleared the roads, but not the pavements on Union Street, this made it impossible for people to walk into the shops which is the main aim of this whole experiment. Hugely disappointing and poorly planned.

#aberdeen #shoplocal #visitaberdeen

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 12:27
To: TrafficManagement
Subject: Objection to bus gates on Bridge Street and overall Aberdeen centre traffic management.

Sir,

Having just paid a fine on behalf of my son who inadvertently went through the gate on his way to playing an evening gig and transporting the band members and equipment to a city centre venue, I wish to object to a patently unfair and anti-business scheme. They couldn't get their equipment to the venue on foot with the best will in the world!

With Aberdeen centre struggling to be a viable hub of any sort, retail, entertainment, hospitality etc. it is incumbent on the Council to make sure every possible hindrance is removed from the private sector to continue to operate and pay their taxes and rates into the public coffers. There is little meaningful congestion these days which is telling and so these measures are little more than an extra tax, a disincentive to use the centre and imposed on a false premise.

Aberdeen is not large enough to merit an underground and the bus service leaves much to be desired. Private vehicles will continue to be important in the transport mix, and a rise in the proportion of EVs will come down the line. The Council officers and elected members should be aware that their meddling will result in a centre devoid of activity with empty premises, derelict buildings and almost no money generated for the public sector.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 12:35
To: TrafficManagement
Subject: Bus gates consultation

As roads are closed to the ordinary public, so they begin to die, and the shops and businesses that are situated on them. The castlegate is a perfect example, with only a handful of shops remaining, it is almost a dead end. I guess the public have all been trying in these months, to accommodate the bus gates. Getting from north to the south of Union street, however, now means a more lengthy journey, for ordinary drivers. There are those who can't afford taxis. My view is that this sort of traffic management cuts off the life blood to certain areas. It is now more or less impossible to deliver or collect friends/family to either station in one's own car. My last point is that in order to manage such systems, one has to be an ABLE pedestrian: this reduces access for quite a majority, given the existing proportions of older people. Taxis and buses may enjoy a clearer run, but they still have to cope with the traffic lights at the station which seem to be frozen in time! .

Could these restrictions be made to operate only in off peak times? That part of town may often seem like a deserted village .

Yours sincerely

[REDACTED]
Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 12:50
To: TrafficManagement
Subject: Bus Gates consultation

Sir/Madam,

RE the Bus Gates consultation, etc.

With the imminent activation of the new Bus Gates, I am writing with a comment or two. Firstly, the removal of a right-hand turn for cars at Union Terrace on to Rosemount Viaduct : this was totally unnecessary, and affects drivers coming from Union Street on to Schoolhill : a long detour would be required for that journey. You'd have to know the roads to get to the Harriet Street car park, Art Gallery or HMT (to drop someone off) from Union Terrace, or it's a £100 fine for the unwary.

This leads to my second comment, on the new Bus Gates. If they're being implemented in the same way as the previous ones then heaven help the car drivers of Aberdeen. There's no clear indication that you're driving into an area where you'll be fined. Why do you think thousands of drivers have been caught out on the older bus gates? Especially approaching Market Street from the south, there's a plethora of street signage vying for the drivers attention. It's a shambles and not surprising that the council has raised several million pounds, and counting, so far.

So, my main comment is that if you're proceeding with these new Bus Gates, make the signage stand out clearly. A temporary mobile electronic sign has been on Union Terrace, going south - showing clearly that a Bus Gate was on the south of Union Street (No mention of the then current Bus Gate, east along Union Street). This sign did clearly show that a Bus Gate was nearby. However, you'll need these signs at multiple points for the new Bus Gates. And they'd need to be permanent and fixed : a bit like the new Bus Gates.

Yours,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 13:15
To: TrafficManagement
Subject: Feedback on bus gates

Hi there,

I can understand the desire and need to move forward with a travel layout that meets the needs for a lower carbon future. In that respect I agree that bus gates are necessary to make bus travel more desirable and disincentivising drivers to the city.

However, the council should have spent time - several years perhaps - investing in public transport BEFORE bus gates were introduced. My children cannot get to school on time because the 19 bus is so infrequent and full in the mornings that they have regularly waited over an hour for a bus. Great Western Road should be a direct and quick route on buses to the city centre.

Furthermore, bus travel needs to be cheaper in order to entice users. At the moment, it is cheaper for me to drive and park in the city than get the bus. Why on earth would you then choose to take the bus when it is more expensive and more inconvenient?

Additionally, travel to and from the beach should be prioritised since investment and redevelopment is going into our seafront. It is exciting, but a brilliant travel system needs to support it - a monorail from castle gate down the beach boulevard - think big! Why not!?

Therefore, ACC should tackle bus services first, make them slick, user friendly and cheap, before infuriating city shoppers with bus gates.

Thanks

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 13:33
To: TrafficManagement
Subject: Bus Gates

I believe that the Bus Gates in the city centre are proving detrimental and are not needed to reduce the number of cars in the city centre. The last few years has witnessed a sharp reduction in cars and people coming into the city centre that used to come in pre covid times both for work and shopping. Recently the local paper Evening Express highlighted that £160000 was generated from car parking fines last year which is a significant drop in parking fine income compared to pre Covid times clearly demonstrating that car numbers have dropped significantly.

It therefore begs the question:- are the bus gates really being established to create a situation for a new kind of City Council fine for car users to make up for the shortfall in previous parking fines?

The City Council itself has a hybrid policy of working from home/ or in person at the workplace which has led to hundreds of council staff no longer coming into the city centre. Other city centre office based employers are likewise allowing employees to continue to work from home. .

On this basis the city council should remove the bus gates as they are not required to reduce the number of cars in the city centre as it is now no longer the thriving place it once was with many cars and pedestrians going about.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 14:02
To: TrafficManagement
Subject: Objection to indefinite continuation of The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023

The Objection

In accordance with the provisions of The Aberdeen City Council (City Centre, Aberdeen) (Traffic Management) (Experimental) Order 2023, I write to object to the making of an Order for the purpose of indefinite continuation of the aforementioned Order (hereafter, “the Order”). The grounds of my objection follow herein.

I am forwarding this separately to my Councillors. All Councillors should be involved in this important process and should know the views of their constituents. Councillors can have a valuable role to ensure that the same Roads Officials who planned the Order, aren’t the sole arbiters on the validity of all the objections.

It is noted that the information provided by Aberdeen City Council on the objection process is not sufficient to allow anyone to know any preferred (or indeed required) format for raising objections and providing comments. It is assumed that any reasonable format is therefore permissible and that no comments from concerned residents and visitors will be disregarded simply on the grounds of being in “incorrect” format or not being worded in the form of a formal objection. Clearer guidance could, of course, have been provided, and indeed should have been available if the desire really was to maximise the amount of meaningful specific feedback on this important issue.

The Grounds for Objection

The grounds for my objection are: i) lack of advance consultation on the Order by Aberdeen City Council (“the Council”) with affected residents and visitors; ii) apparent lack of data on impact on journey times (advance forecasts and actual post-implementation data) leading to insufficient consideration of the impact of the Order on vehicle journeys; iii) poor communications leading to confusion and misunderstandings; and iv) poor and inadequate signage. These are amplified in the numbered paragraphs below.

The Council’s objectives of i) providing bus corridors, where public transport users can enjoy improved journey times; and ii) providing cyclists and pedestrians with the opportunity for journeys less affected by vehicles, are positive objectives.

The method of seeking to focus “through journeys” on key spines (principally South College Street and Denburn Road, as well as the A956 “Harbour dual carriageway”) is also positive to some degree.

However the way in which the Council has attempted to meet these objectives has failed. This is clear from a variety of sources including social media commentaries and the general sense of people losing the will to travel into, and spend money in, the city centre. We need people to travel and spend to sustain employment, attract tourists and sustain future investment.

In order to allow proper consideration of what any alternative road use scheme should look like, and how it should be communicated and supported with appropriate signage, it is essential to reverse the

changes imposed by the Order and to discontinue the current experimental road layouts. This will not only allow the disadvantages to disappear quickly, but will also provide an opportunity to properly test the extent to which the objections to the scheme are valid.

Mere tinkering with the signage or layouts, or a late attempt to craft a communications strategy, will not regain the confidence of residents and visitors. Such confidence is absolutely essential to ensure that any negative impact on Aberdeen city centre and its businesses is short-lived.

The specific grounds for my objection are expanded upon below.

1. Lack of advance consultation

The significant nature of the changes should have been the subject of advance consultation. Whilst the use of an experimental Order is clearly legal, it is unwise in the extreme to impose the scale of changes without appropriate effort to understand the perspectives of those who stand to be affected.

The only way to address this is to start over and to regain the trust and understanding of residents, prior to then implementing arrangements that most can support.

2. Lack of data on impact on journey times

Some focus on providing alternatives to cars (ie the focus on public transport, walking and wheeling) is understandable and not wrong. However there are serious limitations on public transport use in Aberdeen, including cost, reliability and journey times (especially in, but not limited to, journeys where more than one bus is needed). That being the case, the car user must not be overlooked.

Many people on social media and elsewhere have commented on being put off making specific journeys due to the new road layouts and, specifically, due to the Bus Gates. While there has been some coverage of the positive impact on Guild Street traffic volume and bus journey times, this is a “No Shit, Sherlock” outcome. But where is the data on car journey times? Without meaningful data on car journey times (eg pre-2023 as the base case vs the new layout), it seems impossible to objectively judge the impact on car users. And as well as the impact on those still making the car journeys, it is necessary to consider those who appear to have “given up” coming into the city centre. Where have all the cars gone, and why?

I am making an assumption that no hard data exists because, if it did, it would surely be published. If actual data showed that the impact on car journey times was not as negative as some think, that would, with proper communications, be helpful to dispel some myths. Some people do assume that slightly longer journey distances (including carbon impact) and the need to plan routes to avoid Bus Gates means it is harder to travel in to the city by car. It is hardly surprising that some think like this, and don't travel in as a result.

For example, someone travelling in from Dyce to Union Square is undeniably faced with a longer route as the direct route has been cut off. But are traffic patterns making it a longer “and unviable” route or is traffic flowing such as to make the journey similar in terms of time taken? Where is the data to prove or disprove the valid concerns of those making (or not making) these and similar journeys? Where is the advance modelling of likely impacts to compare with actuals?

If, as appears to be the case, this was not extensively modelled in advance, perhaps because of the apparent obsession with bus users, cyclists and pedestrians, it surely now needs to be done. If it was done, why haven't we heard what the data shows?

3. Poor communications

The fact we can still legally drive anywhere we want (as long as we choose the right route) is lost on too many people. Why? Because of poor initial communications. Changes of the scale that were implemented by the Order need to be positively "sold" to people. This seemingly obvious point seems to have been overlooked in 2023. A few social media posts laying out factual information and some colour-coded maps certainly could have been "part" of an excellent communications strategy. But in themselves they were woefully insufficient, not to mention somewhat confusing in places. It is little wonder that people didn't understand and in some cases still don't understand even the theory of what was being attempted, let alone the detail.

Communications should be key to the rollout of significant changes which affect many people. The recently announced appointment of a firm of communications professionals is to be applauded, but this appears to have happened much too late and it is unclear what is to be delivered in this regard, and when any benefits will be visible. There is, though, a perfect opportunity now to communicate that "we got this wrong and here's what we're going to do." Take people with you, and they're more likely to support you. You need them to do so.

4. Poor and inadequate signage

The fact people get confused is understandable. Why? Because the signage isn't really designed from the perspective of the user (especially the visiting user). And, I'm afraid, people don't know their Highway Code. Is that their problem? Not really (unless you just want to annoy people and collect fines). Make signs clearer. If you want "Buses only 100 yards ahead, access to Windmill Brae only", just say that. Currently the sign at the top of Bridge Street says "no vehicles - except for access". Access to where? Windmill Brae - yes, Trinity Centre west entrance - yes, station - no, Trinity Centre car park - no. I know those access rules, but not from the signage. How are visitors meant to know?

If you want to allow "local access only", maybe find a better way to say that, because it's another ambiguous and unhelpful phrase. And if you want people to be able to find useful places, eg the railway station, directional signage needs to start much further out, not when people are near their destination and past the point of no return.

There seems to have been no real attempt to identify the central locations that people actually need to get to, and to then provide signage to help people get there. Someone coming in on the A956, A90, A96, A944 or A92 and wanting to get to key locations (eg rail/bus station, Trinity Centre, Union Square, various Parking, theatre, etc etc) should have signage helping them navigate from the City limits to their destination, not from after they're at the point of no return leaving them wondering how they get from, say Union Terrace, to the station.

Conclusion

I know that many people will be objecting and providing other comments on the experimental road layout. Some will have specific examples of their own negative experiences. Many others won't, including many who won't be able to or be prepared to spend as much time as is needed to elaborate on specific concerns. Some, like myself, may not have had journeys materially impacted, yet still feel

strongly enough about the negative experiences and perceptions of many, and the likely impact these have on city centre businesses.

If the volume of concerns, regardless of how they're expressed, points to general dissatisfaction, the only appropriate outcome should surely be to reverse the changes in their entirety, and seek proper data-led and user-led input into democratically accepted changes as will improve the city centre. This should still be capable of meeting the original objectives of the Order.

I plan to publish this Objection, and I note that you may include it in public materials with my personal data redacted.

Yours sincerely

A solid black rectangular redaction box covering the signature area.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 14:31
To: TrafficManagement
Subject: Aberdeen City Bus Gate objections

To Whomever it Concerns

I strongly object to the bus gates that have been put in operation in Aberdeen City Centre and the blocking off of Union Street. These measures are harming the city centre immensely. It causes issues for disabled/older people who have mobility issues as they cannot be dropped off and are sometimes unable to use buses. Residents are scared to drive into the city in case they get fined as the bus gates are NOT clearly marked and you can enter them by accident. Therefore people are either going online for shopping or going outside of Aberdeen. This is not going to help the decline in Union Street.

Please listen to what we, council payers are telling you this time and take the decision of the majority and don't make your own decisions like the Union Terrace Gardens fiasco!

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 14:40
To: TrafficManagement
Subject: Bus gates

Shopping used to be a pleasure but now a nightmare how to get to Union square
I don't understand the point of the bus gate in Bridge street and bus gate in Guild Street apart from you making money. I used to come down Union Terrace then Bridge Street to go to Carpark in Trinity centre or Union square. Now I wouldn't go near either incase I make a mistake and fined money I don't have
Could understand a whole street a bus gate but a bit of it just seems insane Please sort our city out by getting rid of your money making scheme You should all be ashamed of yourselves Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 14:47
To: TrafficManagement
Subject: Bus gate feedback

Hello,

I hope this reaches ACC and everyone's feedback is acknowledged since it was not promoted well by ACC.

My feedback -

What is the point?

Shopping is not a pleasure anymore.

There's a bus gate on bridge street but it's not the whole street. It's a bus gate that would only fit one bus? So just parts of a street are bus gates?

On the map there's red squares just for small parts of a street. What's the point? To get get money from people?

There are no taxis anymore and now I can't get a lift to meet friends for a drink because it's all bus gates near a lot of the bars.

I use sat nav for everything in case there's a bus gate but some of the bus gates are not on the sat nav.

I have not seen anyone supporting the bus gates, so I don't get it.

The amount of road works that go on, it causes enough detours and now even more because of bus gates. I am a dog walker and I have times to pick them up. Like a lot of people do to work, they have times to manage. I've had to cancel dogs because I was never going to make them on time due to traffic.

Such as the time the two bridges were getting work done at the same time...who thought that was a good idea?!?

Everyone struggles enough since covid / financial crisis and now Aberdeen council wants to find any excuse to take money off us with unnecessary bus gates.

Regards

[REDACTED]

From:
Sent:
To:
Subject:

[REDACTED]
21 January 2024 14:50
TrafficManagement
Bus Gates

I am objecting to the bus gates

I have a disability but still need to get out about. I don't drive anymore but I have a blue badge. I live in Rosemount. I can't get on and off of buses and I certainly can't get on a bike to and from the bus stops or into the city centre. I have to rely on expensive taxis for medical appointments and I also rely on my daughter to take me to the shops. For us to go to m&s st Nicholas and there is the option of only one disabled parking space (which we won't have for much longer since M&S is closing.) it would take us about 3 minutes to drive there if we could go down school hill but since you've closed that off we now have to do a more awkward journey to get there (pollution?) since the bus gates have opened, it has put me and my daughter off driving to union square as something that used to take a 5 minute drive to get there, now takes about 20 minutes (more, depending on traffic) = more pollution? But soon we will have no choice but to go to union square as there is no where else to go.

Aberdeen has been decimated there is hardly anything left and your bus gates will close even more businesses. Why would anyone want to come to Aberdeen and try to navigate the bus lanes. Come to Aberdeen get a fine and there's no shops for you to visit anyway. What a joke but it is us poor idiots left with all this crap. If you really want people using the busses the first thing to look at would be the cost. For my daughter to get the bus, she has to get 2 from Holburn Street, just to get to the hospital which cost her £5.10 for an all day ticket, if you want people using the husses you need to cut that price in half and add more busses so you don't have to get off and on. The weather here for the majority is awful, why would anyone want to get on a bus with their paper shopping bags that are just going to rip when you can get in a warm, CLEAN car. Get on at the bus companies and not at the general public as you are pushing us more and more away from coming into the city centre and spending our money there. And no bus lanes are needed only property working traffic lights with left or right turn filters and yellow boxes

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 15:06
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Hi ACC

I have reviewed the above document and struggle to understand many of the general aims behind it.

However I specifically object to the proposal that Vehicles on Union Terrace will be prohibited from turning right onto Rosemount Viaduct. This change makes it extremely difficult to drive from the south west of the city centre to the north east of the city centre. Previously it was easy to go from Union Terrace to Rosemount Viaduct and either (a) along Blackfriars street to access the Sandeman Hotel and the NE College and beyond or alternatively (b) park at Harriet Street Car park to go to shops, galleries, museums etc.

Now it is impossible and one is forced up Rosemount Viaduct and round in circles thereafter.

I don't believe this move will bring any benefit to city centre traffic and will actually cause more problems in already congested areas and result in greater mileage and CO2 emissions as drivers try to navigate around this prohibition.

I hope that you see fit to take these comments on board and remove this prohibition from the proposal.

Kind regards

[REDACTED]
Email : [REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 15:18
To: TrafficManagement
Subject: Bus Gate Aberdeen consultation

Dear Sir or Madam

Please note my objection to the implementation of the Bus gates in the city centre of Aberdeen.

The system is very complicated & confusing. I found I had to take unusually long diversion just to access car park at both Trinity & BonAccord.

Why you can't go down Bridges Street from Union Street is a mystery or indeed turn right from Union Terrace past HMT.

I'm from Aberdeen so have a good idea of the roads. However I have talked to many people not from the city who just can't get to where they want to with ease. A number of these people have mobility issues & have told me they will no longer come into the city as they can't get to the car parks.

As for the bus services they seem to cancel buses regularly so can't be relied on. Also buses are very busy with concession passengers making it difficult to even get on the buses at times.

This whole scheme has been badly thought out & implemented.

The footfall looks like it has dropped in the city & this must be affecting business. It would be interesting to see figures on this from the business community.

Yours [REDACTED]

Sent via Email App

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 16:47
To: TrafficManagement
Subject: Survey

I like, many others, think that the bus gates are killing our once beautiful city. It is stopping footfall in to the city centre, where businesses are losing trade and many are closing down. This should tell the city council, that the bus gates are the reason why, plus rates are too high, to help the city recover after the covid pandemic. I personally, as a wheelchair user are even more restricted, along with other disabled people, plus mother's with baby buggies. So come on Aberdeen City Council, get a grip and sort this out.

Sincerely,

[REDACTED]

P.S. I have heard many people saying, that they would rather shop at Inverurie or Westhill and even further afield to Dundee.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 16:48
To: TrafficManagement
Subject: Bus Gates

I suspect the majority of offenders who go into these areas do so accidentally having not noticed the signage as I cannot see any other reason to drive through these. Especially for strangers who are concentrating on where they are going, trying to voiding traffic and ensure they are in the correct lane. To ensure this is avoided some form of attention seeking device is required e.g. a flashing light.

However, If part of the aim is a way to bring in revenue then the system is fine as it is.

Kind Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 16:55
To: TrafficManagement
Subject: ACC EXPERIMENTAL TRAFFIC MANAGEMENT ORDER CITY CENTRE 2023

The stated objectives are of little to no benefit to Aberdeen citizens. Where is the true long term planning and thinking? Aberdeen is a very small city and further restricting car access around the city, in particular Union St, drives away citizens from the city centre This reduces footfall, makes the center not commercial hence the decaying state of the city centre and surrounds.

The Council allowed yet another shopping mall, 3 fragmented ones existed before, this time a large one called Union Sq which has sucked the life blood out of Aberdeen.

Meantime the irrational behaviour of different council leaders, appear incapable of agreeing a long term strategy. Mucking about with Union St pedestrianisation and development of Union Terrace gardens for example, wasting huge amounts of tax payers money.

Now the Council are creating traffic schemes which only real benefit appears to be to collect penalties from car drivers who in most cases make mistakes, mainly due to the very poor communication and signage of bus gates. Next money making scheme is the low emissions zone.

The fundamental problem is that councillors are not competent to run the city, and the over paid council employees proposing and leading these scemes are the same.

You may need to look up the definition of Competency, used by many commercial enterprises (knowlegde, understanding, and sucessful demonstration of application)!

[REDACTED]

Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 17:02
To: TrafficManagement
Subject: Objection to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Dear sirs,

I write with regards to the experimental traffic 'management' system which has been put in place in Aberdeen.

I am disappointed with the narrow sighted approach with this decision. No consideration has been given to the financial impact on businesses or people who travel from more rural areas with little or no public transport.

Aberdeen is not akin to Edinburgh or Glasgow. It is a small city with a large number of those accessing the city living in rural areas. The city and shire do not have good public transport infrastructure to support obstacles which inhibit access to the centre.

Whilst we travel to Aberdeen city from Echt every day of the week for work and our children's extracurricular activities we no longer go into the city centre to access leisure activities such as dining out, shopping or entertainment as a result of the new traffic management system. There is almost no public transportation from Echt and as our children's activities are in various locations across the city, the park and ride is not a suitable alternative to private transport. We believe that it is too difficult to navigate the new road system and the surrounding roads have become very congested which discourages us from even attempting to gain access into the centre.

Aberdeen city centre is a dull and miserable city centre which is deteriorating. This is predominantly because Aberdeen City Council put obstacles in the way of businesses with high business rates, poor public transportation infrastructure and a lack of accessibility by private transportation. There doesn't appear to be any encouragement for businesses to move into the centre. There is a lack of vision or ambition by Aberdeen City council.

Whilst I have written this letter of objection I realize it will fall on deaf ears as we have previously participated in these public consultations but it is always clear that the council will have already made a decision on this. Union terrace gardens is a perfect example of such derision of the public opinion.

Yours sincerely,

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 18:33
To: TrafficManagement
Subject: City bus gate's

Good afternoon, Sir/Madam

This project that the city approved of, The city bus gate's on the following locations in the city of Aberdeen.

- 1, Guild Street
- 2, Bridge street
- 3, Market street
- 4, Union Street
- 5, Bedford Road

Basically you are destroying the city, and causing more ill harm than good, The only way that the city of Aberdeen is going to clear it outside debit, The only way that you are going to clear the city of Aberdeen debit, Real quiet simple you must encourage the general public with the freedom of traffic movement.

You were speaking about the Berryden Corridor number of years ago, to be quite frank you the city of Aberdeen is defeating the whole performance of the freedom in order to encourage the general public with the freedom of movement of traffic 🚦

The other form of public transport should be taking into consideration is to open up the, train stations, Surely that lessons can be learnt from the disastrous, Richard Beecham rail cuts. Yes I know this is going to cost money, In life in general, You have take risks in order to succeed, An investment in bring back the railway station 🚉, Starting with Blackburn, Aberdeen Airport, Bucksburn, Woodside, Kittybrester, Hutchinson Street and finally Union terrace gardens. My late grand father, Board the train at Woodside station and arrived at Union terrace station and up the flight of stairs on to Belmont street and attended Robert Gordon's college, As my late grand father said the Train 🚆 would start it journey at Keith and collect passengers on route to Aberdeen train station 🚉.

Surely that the city of Aberdeen could learn from Doctor Beecham rail cuts was the biggest disastrous decision ever made.

Take in account that the city of Aberdeen could be heading for the same direction, If the city of Aberdeen wants to carry on with this bus gate's, It won't be long before city of Aberdeen, Is going to slowly turn into a ghost town, many businesses are pulling the pin, Sadly you have all ready lost establishment, John Lewis, Debenhams, To name but a few.

Bus transport is not the answer, Getting the train stations reopened is the key 🗝️, And eventually to open the Deeside railway line, Even If it was stopped at Aboyne.

Same with the Peterhead railway line, This could be the turning point in the movement of general public with the use of public transport.

You've faithfully



Sent from [Outlook for Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 20:03
To: TrafficManagement
Subject: Bus gates etc

Im appalled by the state of Aberdeen City centre. The life of the city is being destroyed by new traffic regulations. Everyone I speak to is now scared and worried about driving in the city or coming in to restaurants or shops. I think it's even worse if you are disabled as we often can't find parking close to where we want to go.

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 21:04
To: TrafficManagement
Subject: City

I have been unsuccessful in my attempt to respond to your request for views on the Council's traffic management strategy, due probably to my inability to use the appropriate technology. Suffice it to say that, as a citizen of Aberdeen for over eighty years, I regard the restrictions such as bus gates as totally unnecessary and a deterrent to motorists trying to access the city centre. The ban on vehicles turning right from Union Terrace towards Schoolhill is particularly inconvenient. I would suggest that Union Street and Market Street, together with Broad Street, Schoolhill and Upperkirkgate be re-opened to all traffic. The present route from Holburn Junction to the Beach Promenade is unnecessarily circuitous, while the virtual closure of Guild Street makes access to Union Square and the Bus and Rail Stations nearly impossible from anywhere but from a southerly direction. Incidentally the Bus Station itself is a complete disaster area, with no clear signage and no indoor shelter for passengers who are obliged to wait outside pleading for information from any passers-by regarding the destinations of buses parked nearby.

Yours sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 22:34
To: TrafficManagement
Subject: Experimental Traffic Order/ Bus Gates

My opinion on the bus gates is that it is uncalled for and not needed. Some of the places that the bus gates are make no sense other than to gather money from visitors/ people that don't usually take that routes and cannot turn round. The bus gate 'T' section at the Union Street/ Market Street Junction is so small that you must have paid a lot of money to put up signs etc. and it only stops a few cars going down Market Street (which I don't think was a big problem previously). I use to go into town once a month shopping and use to park at Union Square, I haven't been since I got caught out by an bus gate whilst I was driving that wasn't very well sign posted. I think with the lack of people already visiting Aberdeen this will make people less likely to go into town (not more likely to get public transport). I also think if you put out a questionnaire you would get more responses rather than asking the public to e-mail their responses (maybe this is what you are hoping will happen!)

Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 02:51
To: TrafficManagement
Subject: New bus gates and traffic management feedback sought

Dear Aberdeen City Council,

I write with reference to the new experimental traffic management plans and bus gate plans.

I note they are being introduced to ease traffic flow and allow more space for cyclists.

Can you please note my objections on the following grounds :

1. I live in Stonehaven and do not intend to cycle from Stonehaven to take advantage of the proposed cycle routes.
2. There are already bus lanes on the major routes such as Union Street and therefore I see little difference being made by restricting traffic and diverting it else where.
3. Diverting traffic around the proposed route closures means an increase in carbon footprint from cars. Basically having to drive around to get to specific localities.
4. As a result of these proposals it is an even better reason to buy my clothes and goods online from retailers and visit the city less. Amazon are great.
5. Footfall and shops are already suffering with Union Street resembling a ghetto in a third world country. Restricting traffic flow further is unlikely to encourage me to visit. Demolishing the new building cocooning Marischial college and putting in a nice green with picnic areas might encourage more tourism.
6. Public transport in Aberdeen is awful, expensive not linked very well and frankly not something I'd consider using. It is too unreliable with trains regularly being cancelled because of rain on the lines. It use to be leaves on the lines 20 years ago. I would not be surprised to find the trains in India run more regularly than Scotland. If you want to see how a city does integrated public transport may I suggest you visit Perth in Western Australia. Aberdeen has a long way to go to get people to consider alternatives to cars especially either a radial bus route design.
7. Finally can I make note of the inclement weather we get in Aberdeen and Aberdeenshire. It is hardly suitable for cycling. Its pretty poor most of the year and climate change would be welcomed to improve it.

Basically fix the route congestion points before creating more havoc to motorists who are often just trying to get to work or drop children to school. Not everyone is like the civil service working from home all the time and many private companies want staff back in the offices full time going forward.

Yours sincerely,



[Redacted]

From: [Redacted] <[Redacted]>
Sent: 22 January 2024 08:01
To: TrafficManagement
Subject: Bus gates- objection

To whom it my concern,

Never before have I sent a email of this type but, I feel so strongly against these bus gates/fines and parking charges.

Only this week has one of our favourite places to visit had to close, stating foot fall as the main issue. We as a small busy business find moving around town a disaster making our job harder, can only imagine how difficult it is for business working from the centre of the town. We socialise in local bars and park regularly in Exchange street and have witnessed on several occasions, motors heading down the one-way Exchange street into the bus gate, as only locals know you cut through the cobbled lane on to market street.

I believe one of the improvements points was to help with motor pollution, well, have you ever been in that area when the diesel engines of the huge ships start up?

These bus gates and increased parking charges are killing our city centre.

Stay safe,

[Redacted]

[Redacted]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 08:29
To: TrafficManagement
Subject: Bus gates Aberdeen

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning

As I have been employed with the council with driving HGV and light vehicles in the fleet, I now find with the bus gates that I have restricted access when cleaning the main streets with fly tipping and grass cutting in the st .Nicholas grave yard.

The departments are providing a service too the people of Aberdeen ,but are hampered providing this service

Kind regards

A frustrated company driver

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 09:01
To: TrafficManagement
Subject: Aberdeen Bus Gate Objection

Dear Sir or Madam,

Having now spent some time with the new bus gate system, especially one area in particular, I feel I have to formally object to the planning of the junctions in that area.

Before the gates were opened I used a route from my daughters house (18 Springbank Terrace) to a family flat in Summerfield Terrace for business purposes. My route from Springbank to Summerfield Terrace was as follows Springbank T .. College S..Wapping S..Guild S..Quay..Virginia S ..Commerce S..Park S .. Destination Summerfield T. Return same route in opposite direction. Bus gate now blocks route in Guild st.

Alternative route from Springbank T. BonAccord S.. Union S..Union Terrace .. Rosemount Viaduct (no right turn) Blackfriars S.. St Andrews S..Spring Garden ..Gallowgate Little John S..West North S.. East North S ..Park S ..Destination Summerfield T..

Return route in reverse except traffic is already allowed to turn left into Union Terrace.

My opinion is, there should be a right turn on the Viaduct to allow connectivity to Blackfriars's Street from Union Terrace

To be even more radical Little John Street would be best returned to a two way street.

Yours faithfully

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 09:08
To: TrafficManagement
Subject: Aberdeen Bus Lane Fiasco

To whom it may concern

I am Aberdeen born and bred but have also lived in other parts of the UK .
Now living back in Aberdeen I find the road management with these newly installed bus gates an absolute nightmare. You have cut off parts of the city centre so only buses and cyclists can use. If coming from the south or the north side you can be easily caught out and end up with a fine. You must be rubbing your hands together thinking about all the visitors due to come during the summer months and the fines you can expect.
I now prefer to go to Inverurie to go shopping as they seem to welcome visitors unlike Aberdeen. I used to be very proud of Aberdeen but not now.
Hang your heads in shame for what you have done to our city centre.

Regards

[REDACTED]

Sent from my Galaxy

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 09:26
To: TrafficManagement
Subject: Traffic Management and Road Safety - Bus Gates Consultation - Objection

Dear Sir

I'm speaking on behalf of many residents in my Aberdeenshire Ward who have asked me to write to reflect their concerns about what has been going on in Aberdeen City.

I take this opportunity to object to this catastrophic intervention to the Aberdeen City road network.

The City is the playground of the Shire, and the Shire is the playground of the City.

I'm just not sure that the decision makers in the City realise the damage that they are doing with these interventions, and why people are now avoiding Aberdeen; breaking the assumed statement above.

- It is now perceived that "Aberdeen does not want us"
- "I'm terrified that I get a ticket".
- "No way am I going anywhere near Aberdeen City".
- "I now head to Dundee"
- "It's dreadful what they are doing to Aberdeen"

They are quite frankly angry and appalled by the "anti car" policies which are being rolled out in Aberdeen City and are causing behavioural change in the way in which residents access retail and services. Of course it's massively helping our Shire hospitality and retail outlets which are seeing a marked lift in business, and I now find that suburbia Aberdeen City dwellers are also discovering the benefits of Aberdeenshire.

However that means that the Shire and others are now boycotting the City.

It's also further destroying our public transport routes as Aberdeen City now becomes less of a destination as businesses close and move to areas where traffic is welcomed. That impacts on the viability of existing bus services.

Much of my Ward has lost much of the public transport we used to have, and that means that families depend more and more on the car than ever before. Severe budget settlements on our Councils mean this trend will continue.

The City just doesn't seem to "get it" and we probably haven't seen anything like the end of this shocking trend.

Yes shopping trends are changing and have been challenging, but the City has suffered from :-

- Bollards were introduced during C19 which folks saw as confusing.
- The terrible shaky wooden platforms for buses on Union St during C19 reduced pensioner patronage.
- Messing about with Union St and traffic flows.
- Now Bus Gates.
- Tomorrow - emission control zones which will probably be the final nail for many businesses who have really had enough.

If bus gates were desirable, they should have been installed 30 years ago, but not now when the City is quite frankly on it's knees.

We are told that buses are now on time and bus gates are making a difference. I suspect this is because traffic flows have dramatically reduced.

People have choices where they shop and visit, and if the impression is that people from the country are not welcome in the City , they will go elsewhere, and that is exactly what is happening.

So to sum up, this has been a shockingly negative intervention for the image of Aberdeen City as a place to visit by car.

The traffic management of Aberdeen City post C19 needs to be completely re-thought and that means "no to bus gates" which are yesterday's solution to yesterday's problems.

Yours sincerely

A large black rectangular redaction box covering the signature area.

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Dh'fhaodadh fiosrachadh sochaire, a tha a-mhàin airson an neach gu bheil am post-dealain air a chur, a bhith an seo. Ma tha thu air am post-dealain fhaighinn mar mhearachd, gabh ar leisgeul agus cuir fios chun an neach a chuir am post-dealain agus dubh às am post-dealain an dèidh sin. 'S e beachdan an neach a chuir am post-dealain a tha ann an gin sam bith a thèid a chur an cèill agus chan eil e a' ciallachadh gu bheil iad a' riochdachadh beachdan Chomhairle Shiorrachd Obar Dheathain.

www.aberdeenshire.gov.uk

From:
Sent:
To:

[REDACTED] <[REDACTED]>
22 January 2024 09:54
TrafficManagement

The recent implementation of the bus gate has caused quite a dilemma for those traveling from the west of the City heading to the city centre. What used to be the most logical route down Union St, towards Bridge St and then onto Rennie's Wynd to access Trinity Carpark, has now become inaccessible. The right turn onto Bridge St is now blocked, leaving drivers with no choice but to find alternative routes to their destination. Not being able to access Trinity Car Park is not the only problem; College St Car Park, Union Square shopping centre car parks, and even the parking provision at Bon Accord Centre are now out of reach. The No right-hand turn at Rosemount Viaduct/Union Terrace has severely cut off access to the city centre. As serious as it may seem, it is imperative that drivers are made aware of these changes to avoid running into trouble.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 09:58
To: TrafficManagement
Subject: Bus gates

Accessing Trinity Carpark on Rennie's Wynd, situated off Wapping St, has become a challenge if you are traveling from the west of the City heading to the city centre. The logical way of traveling from the west heading east down Union St has been blocked by the bus gate at the junction of Bridge St. Sadly, this blockage does not permit the parking in either College St Car Park or Union Square shopping centre car parks in the south side of the city. Furthermore, the parking provision at Bon Accord Centre cannot be accessed from this area due to the "No right-hand turn" at Rosemount Viaduct/Union Terrace. The bus gate has thus created a serious problem by cutting off access to the city centre, inconveniencing residents and visitors alike.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 10:08
To: TrafficManagement
Subject: Bus gates

The recent implementation of the bus gate at Bridge Street has significantly impacted the routes from the West, causing miles of detours and increased journey times. Traveling from the North Rosemount to Union Terrace has now become inequitable due to the elimination of the right for drivers to choose the Trinity route. Instead, drivers are forced to travel towards Bon Accord Centre Parking via Rosemount and School Hill. Similarly, for those traveling east towards the City Centre to access Trinity Car Park, the detours are pushing traffic through several different roads before the option to park in the Trinity Centre. The management of traffic past Union Square shopping centre also encourages drivers to utilize their parking facilities, creating an imbalanced system of routes. This serious issue has added frustration and delays to already congested roads and highlights the need for effective solutions to reduce emissions without sacrificing equitable access to our city centre.

From:
Sent:
To:

[REDACTED] <[REDACTED]>
22 January 2024 10:10
TrafficManagement

The recent implementation of a bus gate at Bridge Street in the West of the city is causing major disruption to travel routes. Access to certain roads is now restricted, forcing drivers to take alternative, often longer, routes. This is particularly true for those travelling from North Rosemount to Union Terrace, where the option to use Trinity has been removed. It's a similar story for those heading east, where detours are now necessary to reach Trinity Car Park. The knock-on effect is that more and more drivers are being pushed towards Union Square shopping centre, where the traffic is being managed. While the aim of these changes is to reduce emissions in the centre of the city, the impact on journey times and equitable use of roads cannot be ignored.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 10:47
To: TrafficManagement
Subject: Bus Gates in Aberdeen

I fail to see why placing bus gates in Aberdeen city centre is of any benefit to the general public .

I would like to know in what person's world making people drive further to get from A to B actually lowers harmful emissions. It is simply pushing the issue further out and making people use more petrol thus creating harmful fumes in other areas ! Not to mention frustrated drivers.

Strangely not everyone wants to stand around waiting on buses which when they finally arrive are full ! Resulting on one having to stand for the duration of the journey getting jolted about due to the inability of either the vehicle or the driver to drive smoothly !

So to summarise "NO" I don't think there should be Bus Gates and I think it's ridiculous that so much public money has been used to instigate them with no public consultation beforehand. I feel the wasted money could have been better spent in more worthy areas such as keeping public library's and swimming pools open.

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 10:51
To: TrafficManagement
Subject: Bus Gates

Two members of our family unit caught in January. We purposely stay away from City Centre because of Bus Gates, unfortunately had to return heavy items to Bridge St and Union Sq. Areas, where we were unfortunately caught in a Banned Area. Signage on the road directly in front of you is fairly prominent, but I drive in the city looking for normal road signs, traffic lights etc. Not looking down.

If the Council intend to continue with Bus Gates, I would suggest signage for Bus Gates be more prominent at proper road sign height.

As Old Age Pensioners, we can little afford yet another Stealth Tax being levelled on us while trying to enjoy driving around our City.

Regards

[REDACTED]
Sent from [Mail](#) for Windows

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 11:13
To: TrafficManagement
Subject: Public Consultation: bus gates, etc..

I am 77 years old and I do not live on a regular bus route.

I now very, very rarely come in to Aberdeen because I am afraid of incurring a fine I cannot afford.

I prefer to go elsewhere, even Inverurie despite it being so busy - presumably with people like me fleeing Aberdeen.

I would like to add that I feel very cynical when I read, "The council wants to hear as many people's views as possible."

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 11:32
To: TrafficManagement
Subject: The Aberdeen City Council (City Centre, Traffic Management Experimental) Order 2023

Hello,

I would like to object to all of the proposed 'bus gates / lanes' on the grounds that they are absolutely shambolic and for the average person, far too complex to follow what the rules are.

Here is my proposal, scrap these pathetic changes which will make no difference whatsoever, pedestrianise Market St - Bridge St permanently and start from there. The city centre, and Union Street specifically is a disgrace and a big reason for that is the council's mismanagement in the last few years.

Open the city centre up to businesses and make drastic changes and significant investment instead of wasting time, resources and money on nonsense like what is proposed in this order.

And lastly, go begging to Aberdeen FC and let them be part of your beach "masterplan" because without the stadium staying in the city centre, you may as well turn the fu*king lights out.

Don't fu*k this up.

[REDACTED]

[REDACTED]

From:
Sent:
To:

[REDACTED] <[REDACTED]>
22 January 2024 11:56
TrafficManagement

Dear Sir/Madam

I object very strongly to Aberdeen City Council's Bus Gates and restrictions on car travel within the city.

On a **personal** level, how intimidating it is to even think of how to negotiate a drive to the beach, for example, without incurring a penalty. Also, how is one expected to be able to drive, penalty free, to the train station to pick up visitors and then take them to their destination? Am I right in thinking that I cannot drive along Union Street and drop off a passenger? I refer not to a disabled passenger as such, but, perhaps, someone who finds walking difficult.

On a **public** level, taking the bus to Union Street opens one's eyes to the devastation that the new traffic restrictions have caused. On foot one can cross Union Street without having to wait on the pavement for an appropriate moment, simply because there is a minimal amount of traffic. What an eerily quiet city centre main street! Pedestrians are few and far between on the pavements, a fact which is due to both the impossibility of being dropped off by car and to the fact that there are few shops to visit. I appreciate that due to Covid and the increased use of internet shopping, many urban streets nationwide are now devoid of shops, but in Aberdeen the situation has been greatly exacerbated by the Council's destructive transport policies. Its citizens are being physically prevented from accessing the few remaining outlets. Has the situation become irreversible? The answer is YES, unless Aberdeen City Council listens to the public and removes the Bus Gates and once again permits a proper flow of traffic to help to revitalise the currently dismal city centre.

Finally, what impression of Aberdeen city centre will hundreds of cruise ship passengers form? How will they describe it to their friends? It would be true to say: 'A huge disappointment - a city with an utterly miserable, run-down main street with a dearth of shops, contrasting sadly with beautiful granite buildings, and the existence of only ONE vital shopping centre near the bus and railway stations. Not what one would have expected of the one-time oil capital of Europe.'

Please waken up to the reality of our dying city centre. Allow traffic to use Union Street once again, and banish Bus Gates for ever. I have read that their existence has helped bus services to improve. As a frequent bus user I completely disagree!

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 12:00
To: TrafficManagement
Subject: Bus gates

As someone that works in the city centre, the introduction of the bus gates have effected myself and the business that I work in.
For myself personally Journey times/distance to and from work have increased this has caused extra financial strain on our family budget. Due to child care and where I live buses are not a viable choice.
As for the business I work for, we have seen a decrease in footfall with our customers commenting that they are less likely to come into the centre of the city and go elsewhere. There have been business closing citing the bus gates as one of the reasons that they have done so. Please save the city centre by removing all the buses gates and encourage people to visit the city centre again.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 12:05
To: TrafficManagement
Subject: Experimental traffic order objections/feedback

Hi,

I would like to feed back that the new traffic system in Aberdeen has increased travel times generally in the city centre as well as push traffic from main arteries onto smaller streets such as crown street. I think it also deters people out with the city to travel in which will inevitably lead to a lower foot fall at the weekends.

Improving bus times will not encourage users onto buses, as a limited user of the bus myself, the problem was not the time the bus took but the cost for a relatively short journey. Only a reduction in cost would make me want to use the bus and give up the convenience of the car.

I understand the focus on reduction in car use but feel the focus on cycle lanes/ access for cycling is too high. I think the likely hood of people cycling daily in Aberdeen is low due to the climate/landscape so comparing to European countries is not helpful. More focus on the mass transportation in the form of buses will lead to fewer cars.

Access to the train station/bus station for drop offs is another problem, the train station car park is not designed as a drop off point therefore is a flawed solution to the prioritisation of the taxis within the station itself.

Thanks

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 12:55
To: TrafficManagement
Subject: OBJECTION - THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

To whom it may concern,

I am writing to lodge my objection to the bus gates in Aberdeen. The grounds for my objection are as follows:

- These are a deeply unpopular with the vast majority of residents in Aberdeen.
- They are confusing for people unfamiliar with the city centre road network.
- They are pushing cars onto peripheral roads which results in extra miles and additional pollution.
- They discourage people from visiting the city centre, which has contributed to several businesses closing down.

Kind regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 12:58
To: TrafficManagement
Subject: Bus Gate Feedback

Good afternoon,

I am writing in response to the invitation to provide feedback on the Experimental Traffic Order/Bus Gates. Since this was implemented, I have chosen not to drive into the city centre. This is based on a number of factors, some of which are as follows: 1. There being no easy route around the city. 2. There is nothing to go into the city for. 3. Several friends and colleagues have been fined for driving through the bus gates, as they didn't know the alternative routes. I am sure you are acutely aware of the state of the city centre. What was once a bustling city has now turned into a ghost town. Many of my family and friends have businesses in the city centre which are being detrimentally impacted by the road network of the city. For example, the businesses that are on Union Street (of which there are few) are not getting the same amount of footfall as the public are choosing to shop in Inverurie, Banchory, Dundee and further afield as it is easier than trying to navigate the nonsensical changes to the roads in the city centre. People are reluctant to visit the restaurants and bars as the ease of dropping off and picking up has now been taken away. This is not to mention how difficult it is for disabled people and their families to navigate the city.

As a small example, I live in Mannofield and for me to get to the beach the only route at the South of the city is to go via Riverside Drive, Market Street, Virginia Street, which is then forcing me to enter the LEZ zone. I am lucky as I drive an electric car, however, I know that many don't, and this will be the only route that they can take. By introducing these crazy traffic restrictions people are being forced to drive further and for longer. The council seem to be think that doing this will encourage people to use buses. It won't. Car owners will not give up driving and being in the comfort of their own car, to go and sit on a bus. Open up Union Street to all traffic, remove the bus gates, reduce the price of parking, and reintroduce turning right from Union Terrace to Schoolhill. Furthermore, stop buses waiting at Guild Street and change the lighting sequence at the Guild Street/Market Street junction. This will ease the congestion in the area. The council need to encourage people to return to the city centre and making it a place that you can only access via on foot or by bus will not do this.

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 12:58
To: TrafficManagement
Subject: Objection

This policy is ruining our great city centre. Various shops and restrsunts are being directly affected by this silly policy . It is an agenda to get cars off the road . This will and already has pushed people to either shop online or head out to retail parks. Please reconsider this plan as it is not a good plan for the city going forward. This along with ulez is going to destroy our once great city economically

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED]
Sent: 22 January 2024 13:35
To: TrafficManagement
Subject: bus lanes

This is my third attempt at sending this message. I think the bus lanes are a disgrace, I do not live in Aberdeen I live 40 miles away and these bus gates add extra miles to my journey as I cannot get where I want to go now without adding on these extra miles. You whoever thought up this stupid idea to gain money have not thought about disabled people, people who do not know their way around Aberdeen with so many one way streets now and bus lanes now these bus gates all to fill the council coffers. Who benefits certainly not people like me.

I usually do my Christmas shopping in Aberdeen but not this year. I used to use the Park And Ride at the Bridge of Don but that is more or less defunct now I mean who wants to wait for an hour to get into the city centre not me that's for sure.

Totally disgusted with the whole thing its no wonder that Union Street is no longer the place it once was.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 13:38
To: TrafficManagement
Subject: Bus Gates

Aberdeen is not big/populated enough to warrant bus gates, all this has done is make getting around or into the city undesirable for the majority of the population.

Examples of difficulties that me and my disabled daughter face are:

Unable to park within sensible walking distance of dance classes by the Lemon Tree.

Unable to get to the train station easily.

Long diversions to get anywhere in town - particularly for orthodontist appointments at Golden Square.

We no longer go into town for leisure on the weekends - we prefer to stay home and save up for bigger visits to Edinburgh or Glasgow.

Aberdeen city council should have engaged before going to the expense of installing them as a "trial".

Stop using Aberdeen city citizens as cash cows to support poorly implemented strategies.

Thanks

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 22 January 2024 13:43
To: TrafficManagement
Subject: why

The introduction of the bus gate at the Market St and Guild St junction has created unfair routes, especially for those traveling from the Southeast along Market St. Turning left along Guild St is no longer an option, forcing traffic to pass Union Square. Additionally, egress from Trinity Centre Car park along Wapping St now prohibits right turns onto Guild St, effectively cutting off eastbound travel for parking facility users. The current congestion during peak traffic around Rennie's Wynd/Wapping St, Denburn is already burdensome, and the introduction of the Guild St Bus Gate has only expanded this issue rather than alleviating it.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 13:44
To: TrafficManagement
Subject: Objection to Indefinite continuation of The Aberdeen City Council Traffic Management (Experiment) Order 2023

The Objection

I wish to object to the continuation of the experimental traffic management measures introduced in Aberdeen City.

Reasons

The council did not consult adequately with the wider public on this topic and did not provide adequate information for the public nor did it provide sufficient information on the objection process to allow city residents to make their own decisions on the matter.

It is noted as published in the local press that buses are hitting their journey times however the very fact that those wishing to travel by car to support the city centre businesses that by some miracle are surviving have to journey a considerable distance to navigate around these poorly thought out routes. The very fact that these “traffic management” areas sit alongside our harbour area and the only shopping centre left in the city for people to visit is just poor misjudgment on behalf of the council. You have effectively put a noose around these retail outlets necks as people stay away in droves and are forced to shop online. Just imagine if you had put this out to proper consultation and perhaps those of us that have a keen interest in keeping the heartbeat of our city going may just have produced an alternative solution worthy of consideration.

Aberdeen city councilors need to actually spend some time in the city and actually listen to the people who are navigating this daily, listen to the retailers and be big enough to say we got this wrong and we are going to fix it !

Please take the blinkers off, we don't all have direct access to bus routes or train routes we don't live in London we have so many remote areas in Aberdeenshire. Stop discriminating against those that are unable or do not feel safe taking the bus ? Start promoting and encouraging people to visit the city centre by giving them a reason to and the retailers and will soon return.

It is not too late to stop this madness but if you continue on this path the city centre is all but lost.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 13:44
To: TrafficManagement
Subject: objections

The creation of a bus gate at Bridge Street has limited the route options for drivers, pushing them towards longer, detoured routes. Even traveling east towards the City Centre and Trinity Car Park requires navigating through a series of detours that add unnecessary minutes to journey times. Unfortunately, this has created a system that is unbalance, a not attractive look for the city centre.

The creation and implementation of a bus gate at Bridge Street in the city centre is causing major disruption to travel within the city. Access to certain roads is now restricted, forcing drivers to take alternative, often longer, routes. This is particularly true for those travelling from the East as Bridge St gate is cutting the city in half and no allowing access and choice of travel.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 13:47
To: TrafficManagement
Subject: Objection to Aberdeen City Centre Bus Gates

To whom it may concern,

I write to object to the recent implementation of bus gates in Aberdeen City Centre. While the intention behind these measures may be to improve traffic flow, reduce congestion to enhance bus reliability and travel time, and facilitate future streetscape improvements I believe they have had adverse effects on the overall vitality of the city. Aberdeen has been grappling with a declining footfall, and these bus gates seem to exacerbate the issue rather than provide a solution.

The restrictions imposed by the bus gates limit accessibility to certain areas of the city, deterring potential shoppers, tourists, and residents from exploring and engaging with local businesses. The inconvenience caused by rerouting or restricting private vehicles most certainly discourages many from venturing into the city center altogether, leading to a decline in foot traffic for retail establishments and other services. This is particularly concerning given the economic challenges faced by many businesses in recent times. It is essential for urban planning initiatives to strike a balance between addressing traffic concerns and fostering a welcoming environment for both pedestrians and businesses. As it stands, the bus gates appear to be contributing to the decline in footfall, warranting a reassessment of their impact on the city's overall economic and social landscape.

Its all very well trying to improve bus reliability and facilitating future streetscape improvements but if the city centre is effectively 'dead' then there will be a pretty city centre with no one visiting it thus leading to more boarded up shops and empty retail units. You have to realise that for many, their chosen method of transport is by their own car and a reliable bus timetable isn't going to change that. I'm yet to speak to anyone in Aberdeen City or the surrounding areas who think the bus gates are an improvement to the city. Please listen to the people who live here.

It is easier than ever to shop online so you need to make it easier than ever to access the businesses in Aberdeen City centre.

Yours sincerely

[REDACTED]

Resident of Aberdeen City

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 13:51
To: TrafficManagement
Subject: ACC Traffic Management (Experimental) Order 2023

Good afternoon,

I would like to write to you with regards the current open consultation regarding the current modifications within Aberdeen City Centre, in the establishment of "bus gates / lanes" around the Union Street area.

In summary, I feel that the imposition of these orders have a detrimental impact to the footfall of the city centre, and as a consequence the economy of city centre retailers. From my perspective as someone who lives in Stoneywood and requires to commute around town approximately three times per week, the imposition of these bus lanes are the core reason of current businesses leaving the city centre due to the disincentive to visit the city centre that these measures provide. The bus gates and lanes as a collective are a great hassle and add to journey times for the majority across the city centre - and in my view do not provide the required benefits to those folk who use the busses.

While the Statement of Reasons indicated these measures are to enhance bus reliability and travel time, what is not taking into consideration is the detrimental impact on travel time for all modes of transport.

During the period of the order, I have also observed that it is has been longer to wait for taxis from Union Street, often time in the inclement weather. late at night. This may be a result of these measures and the decrease in people coming to town.

While in my locality I am served by good rail links to the city centre, the decimation of Aberdeen City Centre in terms of retail mean this is reliably not an option as you can no longer ONLY journey to Aberdeen City Centre (Union Street et al) and get all that you need from a single trip which is best served by rail (for me). Indeed, I more frequently require to shop at retail parks like Berryden, Kittibrester and the Beach now to get all that I need. This measure has therefore increased traffic and inconvenience, as I believe the bus gates and lanes have been detrimental to a number of businesses closing down most recently in the city centre, and probably more to come if these measures continue.

I am supportive of public transport as a means to get about the City - unfortunately I feel these bus gates and lanes provide priority that is just not needed - any time I have got the bus before (approx 3 or 4 times per year), the journey times are not impacted by the city centre, but other spots around the city including the Haudagain and Berryden bottlenecks.

I feel there are good initiatives in the experimental traffic order including the reduced MPH limits and the establishment of disabled parking facilities. However I can not fathom the extensive number of bus gates across the city and feel this is excessive and has added anxiety and inconvenience to more road users than benefit the population using buses. Furthermore, the bus gates / lanes do not act as incentive for people to use the buses and therefore I return to my footfall point, that this has been negatively impacted.

I feel that in order to encourage public transport use, there will need to be investment given to what is at the end of this journey - currently as required to visit a number of locations across the city with a fragmented bus network, this will prove difficult without a car.

I feel the council's strategy here has not been a success and I find it strange that there is no structure to this public consultation at the end of the experimental road traffic order. This is bizarre in today's climate of feedback forms and surveys!

Never-the-less, I hope this helps provide some feedback to the current measures and I will certainly be disappointed if the bus gates / lanes continue aside from the part-pedestrianisation of Union Street, which is long overdue!

Best wishes,

A solid black rectangular box used to redact the sender's name and contact information.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 14:01
To: TrafficManagement
Subject: Traffic Concerns

Good Afternoon,

The recent changes to traffic management towards the City Centre have resulted in some concerning inequities. Travelling east towards Trinity Car Park, drivers will now have to endure multiple detours that could easily cause delays or inconvenience. Meanwhile, Union Square shopping centre is being encouraged as an alternative parking facility, further exacerbating the traffic and leading to more inequitable routes. Moreover, the introduction of a bus gate at Market St and Guild St means that drivers travelling from Southeast along Market St no longer have the option to turn left onto Guild St, creating yet another inconvenience. It's imperative that traffic planners prioritise fairness and access when making changes to traffic management, rather than favouring certain locations or modes of transportation. Staff able to walk to work in the city centre (the lowest carbon option) should not be losing their jobs in town as several employers like Haigs, Red Robin Records and many others are closing their doors following the bus gate causing reductions in foot fall – if the only jobs move to out of town shopping centres you create a much worse carbon footprint and a ghost town city centre.

Kind Regards

[REDACTED]

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 22 January 2024 14:09
To: TrafficManagement
Subject: Re: Bus Gates Consultation Feedback

I would also like to add, this has a massive impact on city centre businesses and the city 100% needs these businesses to thrive. They make no sense at all.

Thank you

[Redacted]

> On 12 Jan 2024, at 17:36, [Redacted] <[Redacted]> wrote:
>
> Hi
>
> Please review the access to the city centre!! The traffic measures are making it impossible to access the city centre & putting everyone off travelling in!!
>
> It's madness doing this until the city gets back to normal.
>
>
>
>
>

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 14:10
To: TrafficManagement
Subject: Bus Gate Consultation

Sirs. I am over 80 years old and in common with many others in my age group, we are not confident enough to go into Aberdeen Centre since the introduction of the new traffic regulations. The 'escape routes', if you miss a sign seem to leave you in more trouble. My husband, who is disabled, hasn't been shopping in town for 4 years. He cannot go in a bus and certainly not on a bicycle, but we did manage to visit areas, now inaccessible, and use disabled parking places.

Looking at the map in Saturday's newspaper (a clearer copy would be welcome), you can see that anyone from the west end of Aberdeen has to drive round the whole city to get to Union Square car park, unless you can find a roundabout way via Riverside Drive. It is ridiculous to cut off the centre of a town when there are not good roads round the closed area. Harriet Street, for example looks like a major thoroughfare on the map, when it is in fact just a lane. If you are unlucky enough to enter the Merchant Quarter, you will probably come out in a bus gate unless you are familiar with the streets.

Yrs. [REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 22 January 2024 14:17
To: TrafficManagement
Subject: Bus gates & road restrictions

To whom it may concern,

My permanent place of employment is in St Magnus House on Guild Street with the access and exit to the car park shared with the bus station exit on to Guild Street.

As I travel in from north of Aberdeenshire my previous route was along the beach and across Virginia Street on to Guild street to access the car park, but with the current restricted zone I now require to travel on more built up roads in the city such as King street & Marberly street to gain access via the Denburn which is increasing traffic & pollution in more residential areas as well as increasing my journey time.

Would there be an option to introduce an exemption to provide access to Guild Street via Virginia Street & from the south end of Market street for those with permanent parking spaces allocated at St Magnus House car park? This is the only car park affected on Guild Street.

The priority on the traffic lights for the busses and cars exiting the bus station and SMH car park could also benefit from review & adjustment, as with the reduction in traffic on Guild street there is often a build up waiting to exit yet there is no traffic on Guild street.

Best Regards,

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 14:23
To: TrafficManagement
Subject: Consultation - Aberdeen City Centre.

Good Morning,

As a driver in the city centre, I must express my confusion, the changes have caused so much congestion on smaller streets that are already narrowed from double parking. Judging from social media, I am not the only one frustrated by the huge changes, lack of signage but the inability to get to public car parks easily without confusion.

I understand the semi-pedestrianisation and bus gates for the stretch of Union Street but I'd like to note that there are very few FirstBus routes that travel down Bridge Street to Guild Street and NONE on Market Street only Stagecoach buses. There are no buses that move from Virginia Street to Guild Street so I feel it was a waste of public spending to make this a bus gate rather than close the lane entirely.

The prevention of turning right from Union Terrace Gardens is the one change I have the most issue with. Traveling to Harriet Street carpark from the south of the city has been hindered greatly as it is without having to then turn up left to Rosemount, which is double parked and congested, to come back down towards Ann Street is horrendous. The roads narrow and are double parked resulting in contraflow and congestion. There are only 2 bus routes stopping outside HMT and the lane is large enough for traffic to flow around.

I have since moved offices and have to take the bus into town, I am limited to the bus routes passing my home and often have to wait 30 mins for a bus which costs me double in bus fares than it does in fuel means it is not the most viable method of travel into the city centre. The lack of infrastructure and public transport into the city centre from outlying areas are why people take their cars. We've seen a plethora of stores close in the city centre and once again hospitality is being brought to their knees due to lack of access in the city centre. Lets stop burying our city alive and get businesses back up and running, whilst we sort out lack of taxis and poor bus and train routes in the city centre.

On a positive note, I would love to see the small suburban train stations reopen for access to union square. It would be amazing to jump on the train in Kittybrewster/Tillydrone/Peterhead/Ellon and be in the heart of the city centre quickly.

[REDACTED]

Email: [REDACTED]

[REDACTED]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 14:43
To: TrafficManagement
Subject: Bus gates

As I've already stated, Aberdeen may be the 3rd largest city in Scotland, we are a small city, with a harbour practically in the centre. I do not go to city centre now, even using a bus as I cannot carry heavy items any more. When LEZE zone starts, I cannot visit my daughter or grandsons residences. I cannot afford to buy a newer car. So Bus Gates have now limited me further. I shop outwith city centre now. Regards

[REDACTED]

Sent via BT Email App

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 15:07
To: TrafficManagement
Subject: Bus Priority/ New Road consultation. Objection.

Good afternoon.

Regarding the above subject I wish to object to the following:

No right turn from Union Terrace into Rosemount Viaduct.

I have no objections to anything else but this seems such a strange one.

Vehicles are permitted to travel east on Rosemount Viaduct past HMT from Skene Street so I question why no right turn. It's a huge junction. Turning right doesn't slow traffic movement or buses.

Should you wish to head east towards George Street from Union Terrace (for example) and turn left as directed, the permitted route takes you some distance 'around the houses' for no real benefit. I struggle to see what this brings to the overall Masterplan.

For this reason I object.

Please return this junction to how it was.

Kind regards

[REDACTED]

Sent from my iPhone

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 22 January 2024 15:27
To: TrafficManagement
Subject: Aberdeen City Bus Gates

Hello,

I am contacting you today to stress my concerns over the Aberdeen City Centre bus gates and LEZ situation.

The whole setup needs to be simplified or scrapped as it is significantly impacting the ability for people to access and travel around the City of Aberdeen. This has a negative impact on the people and businesses that we all need to help the city centre thrive.

I am sure you will have had many people/organisations contacting you to request that the Bus gates and LEZ be re-considered/scrapped – please add my voice to that list.

Regards,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

4MS Network Solutions Ltd

Registered at Companies House, Edinburgh, Company No. 329149, Registered Office: Amicable House, 252 Union St, Aberdeen, AB10 1TN

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 15:46
To: TrafficManagement
Subject: Views on THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Dear Sir/Madam,

In response to the above Order:

If the intention is to kill off business completely in the city centre then this Order goes a long way to achieving that objective. The centre is already run down and increasingly becoming devoid of businesses and footfall. The order will only serve to expedite that process.

- we need EASY access and EASY parking in the centre to encourage people to go there and therefore increase business success (not less!)

- trying to force people to take the bus DOES NOT WORK. But it will deter people from going in who won't/can't take the bus. Bus routes have been cut/changed often making them not a realistic option (e.g. service to Airyhall); people don't have all day to wait for a bus to/from town, they have busy lives and tight times for doing things; due to many satellite towns and allowing urban sprawl, much of the traffic comes from further out of town meaning the bus/cycling is not a realistic option for the majority, ergo they take the car (plus they have space to transport their purchases unlike on the bus).

- it is therefore clear that what is needed is GREATER access for *all forms of traffic* not less. Aberdeen doesn't have a pollution problem, and with cars becoming far cleaner/introduction of EVs this is even less of an issue now. I simply do not understand what problem is trying to be solved here. I don't believe there is actually one but this "solution" is certainly creating plenty of them!

- encouraging all forms of transport includes rail transport but I can't see how blocking off the area around the railway station will do that! It's clear that is likely to deter people rather than encourage people to use the train.

- by making cars take lengthy detours round the prohibited areas will only serve to increase journey times and increase traffic (and therefore queues) elsewhere. Slower moving traffic equals more fuel used and more emissions. Not to mention a deterioration in people's quality of life as they become more frustrated/stressed by this. The bus system in Aberdeen is radial at best and not circular, so is not an option even if people would be willing to take it to avoid this. A bus into town then another bus elsewhere might be ok for a single person who is retired or not working but not for everyone else.

Ultimately this Order will cause more problems than any (whatever they might be) they attempt to solve and will only serve to help the demise of the city centre, not encourage it to return to growth.

I'm all for encouraging cycling and use of public transport so that people see it as a realistic option but this Order is very far from achieving that.

Here are some examples that could actually make a difference and wouldn't cost much, especially compared to what is proposed:

- how about putting a cycle/pedestrian lane (as part of the wide pavement) going north up Anderson Drive? That would be a cheap and positive measure.
- reduce the ridiculously long time given for pedestrians crossing one half of Anderson Drive (at Queen's Road). This only leads to congestion. Could also do with a "beep" sound for crossing too as there is none!
- Filter signal for Great Western Road/Anderson Drive for vehicles on Great Western Road. It would only require a few seconds to allow traffic to turn right.

Those are just a few examples my area. There'll be numerous similar ones and others across the city that would make a big difference to the citizens of Aberdeen. How about focussing ideas and resources on these kinds of positive initiatives rather than throwing huge amounts of our money at some ill-conceived and highly unpopular scheme, the purpose of what, I've no idea.

I realise that this is just a box ticking exercise on the council's behalf and you don't actually care what the public think. It's always the same and it's a disgrace.

I note you may use any information given in any materials, of course, this is with personal details redacted.

Yours faithfully,

██████████

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 16:11
To: TrafficManagement
Subject: Bus Gate At Bridge Street

Dear Sirs

I would ask and urge those responsible for the decision and implementation of the recent bus gate at Bridge Street to reconsider taking into account the negative consequences to existing drivers.

It is no longer an option to choose the Trinity Centre route which has made travelling from North Rose mount to Union street a least desirable alternative

Similarity for those wishing to access the Trinity Car Park, awkward detours are required hindering the convenient flow of traffic before reaching the Trinity Centre.

The management of traffic past Union Square shopping centre has the effect of motivating drivers to utilise their parking facilities, creating an imbalanced system of routes.

I would ask that the decision to implement the recent bus gate is reconsidered taking into account the consequences of added frustration and journey times /delays to already congested roads.

Yours faithfully

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 16:14
To: TrafficManagement
Subject: Bus Gate Feedback

Good Afternoon,

I wanted to write and give my opinion on the bus gates.

The new traffic system has been implemented when Aberdeen City Centre is at its weakest.

Footfall into the city is at a all time low with the lack of retail offering , the bus gates give people another reason to avoid coming into the city centre.

I work in retail, there was significant drop in footfall over the Christmas period. Talking to customers, there were many comments from customers saying they now choose to shop in Aberdeenshire due the convenience of parking close to shops and parking being free.

It has also negatively impacted those who are not confident driving into the city.

The city footfall has never recovered since covid, I feel the council should have given more thought to the impacts of implementing the system during this period.

I appreciate it is a great way for the council to make money but at the expense of all the business owners in the city centre.

My commute has also been lengthened due to all the RGU school traffic being redirected down Skene Street after the no right turn being implemented on Union Terrace Gardens.

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 22 January 2024 16:28
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT)
(EXPERIMENTAL) ORDER 2023

The introduction of the new bus gates late last year have been a disaster addition to the city centre.

Living in the city centre just off union Street it has made my life more difficult driving from my flat anywhere and back. Adding time onto my commute and increasing the pollution and negative impact on the environment.

Before pedestrianisation and bus gates Aberdeen was a thriving city. Since pedestrianisation and bus gates, people avoid coming into the city, the difficulty and traffic jams now caused by the bus gates stop people wanting to travel into the city centre. Businesses are closing as there is less footfall in the city. With also adds to empty buildings on union Street making the place look a ghost town.

Regards,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 16:36
To: TrafficManagement
Subject: Traffic Management Experimental Order views

Our city centre - in particular Union Street, was built to provide an impressive entranceway to Aberdeen and to relieve the strain of the smaller surrounding streets that caused difficulty to people coming in to the city. Sadly it seems that even taking into account changes in the 21st Century we are being dragged backwards to a time when there were challenges to visiting and conducting business in the city. As a cyclist, pedestrian, public transport user and car user I feel I have legitimate concerns for the future. As a cyclist - I would never cycle in to town and leave my precious bike unattended anywhere nor would I consider cycling home laden with shopping bags. As a pedestrian, I always considered the city centre safe to navigate with ample crossings. Bus travel has always been pretty reliable - I feel that the restrictions currently enforced are not justified to save a few minutes travelling through the town centre by bus. As a car user - the much longer travel times makes no sense however you look at it. The Market Street, Guild Street, Bridge Street, Union Terrace no right turn changes are particularly frustrating - the lessons from dividing George Street in the 1980s have not been learned.

The city centre is supposed to be a thriving economic hub but if freedom of independent travel options are stripped away and are confusing to unfamiliar visitors and we are actually driven away from the city centre the results are:
Less traffic = less people
Less people - less spending
Less spending = businesses suffer
Loss of business = loss of jobs
End result a downward spiral of the economy and high unemployment It is clearly happening before our eyes. Instead of the opposite of what is required please open up our city for business.

I look forward to your published official before and after figures on cycle use on the affected routes, as someone who visits the town centre several times a week and taking note, I have seen NO INCREASE WHATSOEVER around the MarketStreet/Guild Street area.

Thank you for your consideration of my concerns.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 16:49
To: TrafficManagement
Subject: Bus Gate Traffic Management Consultation

Dear Sir/Madam

I wish to formally raise an objection to the new traffic management (bus gates) due to the ongoing confusion this has generated. The system is overly complex for locals and must be bewildering for visitors into our city. It has caused significant issues for me taking my elderly mother into town for appointments.

We need accessibility to the town centre to stop the decline in Union Street.

Regards

[REDACTED]

Sent from [Mail](#) for Windows

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 16:56
To: TrafficManagement
Subject: Objection to Traffic Management Experiment

Aberdeen City Council,

I am writing to place my objection to the current experimental traffic management order.

My view is that these changes have been highly detrimental to the city centre of Aberdeen and the businesses that operate in that area with lower footfall, less shoppers and the bus gates in particular proving to be a huge deterrent to visitors from out with the city.

This is evident in the number of businesses leaving the Union street area (most recently the prominent exit of M&S which is even used as a landmark on the council made overview map!) in favour of other locations which aren't restricted in access and parking. There are increasing numbers of empty units on the historically main shopping road in Aberdeen which shows the the current set up of Union Street is failing and will continue to fail if footfall continues to drop. The supposed improvements to bus reliability, enhanced pedestrian environment and enhanced cyclist environments will be irrelevant if there is nowhere for anyone to visit. The pedestrian environment on Union Street has never been worse than in it's current state.

Journeys travelling into or through the city centre have become worse often taking twice as long as before.

I would discourage the council from continuing with this failed experiment.

On a side note the transparency of this whole process has been poor. There have been no widely publicised surveys or avenues of receiving public opinion. There has been no information on how successful or unsuccessful certain aspects of the project have been performing.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 17:33
To: TrafficManagement
Subject: Bus gate

I feel the changes are very confusing and we seem to be on it before you see it .It seems to have ruined the flow of traffic and it splits the town in half .Now private vehicles cannot get access to the Guild St area .

Regards [REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 18:49
To: TrafficManagement
Subject: Bus Gates Comments

Importance: High

Sir -

Aberdeen City Council Bus Gates

Without wishing to sound negative, I appreciate these comments will make no impression on Aberdeen City Council's decision with regard to Bus Gates in our city centre. The fact that you decided to act on an Experimental Traffic Regulation Order which is "very rarely used" per Transport Scotland, indicates that it's a done deal.

I am not going to waste my time and energy is listing all that is so wrong with your decision.

For example, I can see absolutely no reason why you have introduced a no right hand turn from Union Terrace to Rosemount Viaduct.

Expensive and prolonged work was carried out on Union Terrace during the renovation of Union Terrace Gardens. Private vehicles turning right causes no problems that I and other drivers can possibly see.

You only have to be on Union Street, Union Terrace, Schoolhill, or Upperkirkgate as a pedestrian to see that ACC's decisions on traffic management have effectively trashed these areas. Businesses have closed. Most of the information from the Press, media coverage etc indicate that other small businesses are struggling to survive and the Bus Gates certainly play a role in this problem.

As a driver I constantly face inconvenience and time delays in trying to get from one side of the City to another - very frustrating. It seems that the Council is not concerned about the interests of the motorist. The City Centre is like a "ghost" town and keeping people away is hardly a positive move. The fall in car users will not be replaced by cyclists!

My view is that the Bus Gates and the obsession with cycling lanes have dragged down the City Centre at a time when the Council is trying to improve matters. Great expense for no improvement.

Public opinion means nothing.

Best wishes with this misguided decision.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 19:10
To: TrafficManagement
Subject: Bus Gate

Dear Traffic Management Team

I applaud you for working towards a solution to manage the city's traffic. However, coming from the harbour to go across to Carden Place or Queens Rd is a real head scratcher.

Many of the journeys I would routinely make going past the Tivoli/ railway station are now impossible. To get from the beach to Holborn St.....it makes my head hurt trying to work it out. It has stopped me going into the centre of Aberdeen, stopped me from using the businesses I did use off Union St.

I do appreciate that you are attempting to make bus travel better but I would ask you to try and drive round Aberdeen, across Aberdeen and see how difficult it is.

Kind Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 20:25
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

I reside in Aberdeenshire and since the introduction of 'Bus Gate' , I have been in the centre of Aberdeen once. There are 2 main reasons for this. The first is because of the experimental Order which does make it much more difficult for drivers to get into the city centre. The second, but equally important, and in my opinion connected to the first reason, is because there is increasingly very little in the city centre for those who wish to go shopping. This is the case for Aberdeen in general. I have travelled to Edinburgh and to Glasgow to go shopping more times than I have travelled into Aberdeen city centre since the experimental Order has been in place. Indeed it is the first time in my life that I have not gone Christmas shopping in Aberdeen. I am sure this is to the benefit of Aberdeenshire towns like Inverurie and Banchory for example but is so very disappointing to those who previously routinely visited Aberdeen city centre. It is a fact that cannot be refuted that almost weekly there are reports of city centre businesses closing - many of whom cite 'bus gate' and business rates as reasons for this.

The shopping experience and selection of shops offered by Edinburgh and Glasgow is so superior to Aberdeen at the moment and this was not always the case. Union Square is limited in what it offers and the only other area worth visiting is Thistle Street and Chapel Street but this is very limited.

The main purpose of the experimental order is supposed to be to enhance bus reliability and travel time, thereby encouraging bus services as a sustainable transport option. For those living outside Aberdeen in particular I do not think this is achievable. There are many who do not live on bus routes and many for whom buses do not run at convenient times for getting to work and home again. From experience it would take me much longer to travel into Aberdeen by bus than by car and it would also involve several changes of bus.

I also think the experimental Order impacts on disabled drivers and disabled people in general as it appears from the information given that the number of disabled parking bays are limited.

Another aim is said to be the removal of general through traffic from the roads to establish an improved environment for pedestrians and cyclists. In my

opinion the continuation of the Order is likely to lead to more shops closing resulting in fewer reasons for pedestrians to enter the city centre.

The experimental Order is a common topic of conversation with people I know of all ages and the common theme is that it has and will continue to contribute to the demise of Aberdeen.



[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 20:47
To: TrafficManagement
Subject: Aberdeen City Centre Bus Gates

Good Evening,

I would like to express my opinions regarding the bus gates in Aberdeen City Centre.

I feel there is inadequate warning before driving into the bus gates, and once in there is no way out.

There is plenty of maps on facebook indicating where the bus gates are, but people unfamiliar with the area may be caught out by these bus gates. There are also many people not on Facebook, which for me personally, was the only place i was seeing information regarding the bus gates. I have lots of elderly relatives who unaware of the bus gates, until i let them know.

The bus gates make it harder to navigate around the city centre and increases journey times and lengths.

Overall the bus gates have really put me off of coming into Aberdeen, especially when public transportation is so expensive and so unreliable.

Kind Regards,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 20:54
To: TrafficManagement
Subject: Bus gates

If you want people shopping in Aberdeen why are you making it harder for people to get about in Aberdeen! I've just come into Aberdeen to meet friends for tea. I be realised I've gone through a bus gate but I had no idea how to get out of it. It's completely put me off of coming back into Aberdeen. I will be going elsewhere!

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 21:09
To: TrafficManagement
Subject: Bus 'gates'

To whom it may concern:

I grew up in Aberdeen and although I haven't lived there for many years, I visit my elderly mother in Torry regularly. I usually travel through by public transport (from Inverness) but in early December I booked a car club car in order to do a big shopping trip for my mum. I saw signs for 'bus gates' as I was leaving Union Terrace where the car was situated but couldn't see any actual gates so I guessed that the left hand lanes must be for buses only, as is the case in cities like Edinburgh. When I was returning the car from Torry, I saw these signs again so kept to the right in Guild Street. I was then screamed at by a taxi driver that I was going to be fined £120 for going through two bus gates. I then twigged that the 'gates' were basically no entry areas, but as an infrequent driver in the area, I felt very confused. If Aberdeen Council plan to keep these restrictions in place, they should consider far clearer signage, better terminology (eg - BUSES ONLY in this direction rather than the misleading 'gate') and possibly paint the restricted areas a different colour. Visitors to the city need to be able to quickly see where they can or cannot go - it's stressful enough driving in a different city without having to interpret vague or misleading signs. By the way, I'm not a timid or inexperienced driver, having driven in many cities in the UK and also across Europe without any problem,

Yours faithfully,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 21:17
To: TrafficManagement
Subject: Bus 'gates'

To whom it may concern:

I grew up in Aberdeen and although I haven't lived there for many years, I visit my elderly mother in Torry regularly. I usually travel through by public transport (from Inverness) but in early December I booked a car club car in order to do a big shopping trip for my mum.

I saw signs for 'bus gates' as I was leaving Union Terrace where the car was situated but couldn't see any actual gates so I guessed that the left hand lanes must be for buses only, as is the case in cities like Edinburgh. When I was returning the car from Torry, I saw these signs again so kept to the right in Guild Street. I was then screamed at by a taxi driver that I was going to be fined £120 for going through two bus gates. I then twigged that the 'gates' were basically no entry areas, but as an infrequent driver in the area, I felt very confused.

If Aberdeen Council plan to keep these restrictions in place, they should consider far clearer signage, better terminology (eg - BUSES ONLY in this direction rather than the misleading 'gate') and possibly paint the restricted areas a different colour. Visitors to the city need to be able to quickly see where they can or cannot go - it's stressful enough driving in a different city without having to interpret vague or misleading signs. By the way, I have good eyesight and am not a timid or inexperienced driver, having driven in many cities in the UK and also across Europe without any problem.

Yours faithfully,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 21:30
To: TrafficManagement
Subject: Experimental Bus Gates

To whoever it may concern

My thoughts on the above ;

Very simply !

Please discontinue this experiment and recognise it has failed.

I know of drivers who have found themselves 'caught out' by inadequately situated signage and still suffering ongoing feelings of frustration. Also lack of insightful communication from those responsible. All of which add to an overall negativity towards ACC !!

It would appear that as a collective you misunderstand the needs of your constituents. Who simply require inclusivity !

From my own perspective I feel you are continually making dreadful decisions about my well loved city. Incurring unnecessary costs and not meeting our needs at a basic level.

My comments may seem untoward in this frugal climate !

However if you align with those you represent it could make such a difference to the overall feeling of 'being in it together' ?!

Best regard

[REDACTED]
Sent from my iPhone

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 22:10
To: TrafficManagement
Subject: (Experimental) Order 2023

Bus gates should be removed now.
These changes hastens the death of our city in many ways.

Buses do not have adequate luggage areas for shopping bags and school back packs.
The space between a row of seats is narrow especially with added shopping bags on your lap.

Taxis - not enough in city centre and especially the airport. Why no Uber taxis in Aberdeen?

Bus and Railway Station should have limited time drop/collect areas for privately owned vehicles. Bad planning by Local Council- visitors not impressed on arrival.

Frederick Street Health Hub - patients who depend of their own car are impacted by these bus gates.

If this really is a consultation between the Council and the people of Aberdeen/shire re Bus Gates (experimental) decisions should be made and notified to each rate payer.

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 22:18
To: TrafficManagement
Subject: Experimental Order 2023

I am writing to let you know of my objection to the Traffic Management Experimental Order 2023.

Living in the Midstocket area of town, my journeys to and from the beach area, where I work, now involve significant detours to get to and from the area. Given the amount of East to West/West to East routes that are now prohibited to motor vehicles this journey is taking longer and longer, leading to roads being clogged up and surely an increase in the level of emissions. I travel to the beach area frequently for work and recreational purposes, but journeys have increased to up to 30 minutes from a previous journey time of 10 minutes. Journeys now involve circular routes along Riverside Drive to Great Southern Road or Beach Road to St Machar Drive, when previously we would have used Union Street, then Schoolhill. Hutcheon Street is frequently queued up all the way from Berryden to Mounthooly, so St Machar Drive becomes the alternative to Riverside Drive. The journeys require many more miles and use much more fuel than previously. The provision of public transport services are insufficient and do not adequately serve the needs.

I have elderly and mobility impaired in laws that I transport into the centre of town for shopping, cafe and restaurant outings; this has become impossible, in particular to access Marks and Spencer at St Nicholas Street. Blue Badge holders cannot get close to the Bon Accord or St Nicholas shopping centres, there being no passenger vehicle access via Schoolhill. Union Street, Market Street or Broad Street. Not everyone can access the centre of town on a bus, and if people are carrying shopping, sufficient drop off and pick up points are required along with bays for blue badge holders to assist passengers from business premises/shopping centres to vehicles when they cannot wait on pavements or walk as far as required for motor vehicle access.

As for accessing the bus and train stations for drop offs and pick ups, this has only become harder with the bus gates on Bridge Street and Guild Street - what exactly is the plan meant to be for travellers and visitors to the city arriving and departing on buses and trains? Restricting motor vehicle access can only work if there is a joined up plan for all aspects of public transport. Local buses on the Bridge Street to Market Street section of Union Street are difficult to access for people with luggage or with mobility issues, so cutting off motor vehicle access to this key transport hub is problematic for people using the bus and train stations.

Since the experimental order came into force, I have spent more time and used more fuel detouring around the restrictions to get across the city centre, but have continued to walk from home into the city centre as I don't require to take a bus to get there. Therefore I see no advantages in the Experimental Order 2023, but many disadvantages, particularly for people with limitation on their mobility whether by physical impairment or circumstances involving baggage/luggage.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 22:27
To: TrafficManagement
Subject: Bus gates road restrictions

I disagree with bus gates and road restrictions in city centre it makes it so difficult for car drivers to navigate their way having to go a longer journey to get to your destination. It's making a big impact on local businesses it will be a ghost town soon.

Not everyone wants to cycle or walk and buses not reliable. It seems like it's money making for council with all the fines raked in, money should be spent on improving roads pot holes instead of trying to force cars off the road

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 22:31
To: TrafficManagement
Subject: Bus Gate Objections

Dear Sirs

As a resident of Aberdeen City and therefore a frequent user of the roads and change to the roads/use of bus gates I wish to formally record my objection to the recent changes:

1. As a resident in the city the use of bus gates (and EEZ) I now have to travel substantially further to go across the city specifically to the beach or Bridge of Don area. Increasing unnecessary use of fuel, emissions and wear and tear of my vehicle.
2. The introduction of the bus gates are not well sign posted. For examples it's unclear to me if I can travel from South college street up Bridge Street and onto Union terrace, I see cars doing this yet at the Bridge St Junction there large letters saying Bus Lane/Gate by which time you are already in the lane. Its unclear if this is accessible to drivers or not.
3. Similarly its unclear how I reach certain car parks in the city for use of shopping. I suspect I'm not the only one who rather than navigate these ridiculous bus gates and risks fines avoids city centre shopping as evidence by the closure of not only small local businesses but larger shops too with the most recent closure being the only large store left in the area, M&S.
4. The city centre is becoming run down, desolate and unattractive for local residents with an increase of homelessness on the streets therefore making it feel unsafe for people to walk and shop alone.
5. South College Street "improvements" are another failure to make significant improvements. The junction at Wellington Place has had no improvement at all, the lights still do now have a left arrow going from Wellington Place and therefore there's lots of traffic noise morning, noon and night which would easily be fixed with a left arrow light on the far traffic signals by the wall to the train station. Further the changes down at the arches and lack of parking has had significant impacts on those businesses too.

There appears to be a complete lack of engagement with local businesses as to their needs and a desire to push the local people of Aberdeen and Shire away from the city by making it more difficult to travel. It is clear decisions made in isolation by the Council is for its self-serving needs such as emission reduction instead of growth, health and wellbeing of its residents and visitors.

I would be grateful if my objection is considered as part of the wider consultation and the Council uses the feedback received to make improved decisions for the benefit of the city.

Yours
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 22:48
To: TrafficManagement
Subject: Bus Gates - consultation

Dear Sirs,

In response to the invitation to make comment on the present situation, we wish to offer the following.

We feel that signage and warnings are not adequate for drivers of excluded vehicles who are not regular visitors to the affected areas. It is only too easy to miss the present signage and indeed become confused as to what's right and what's wrong.

We appreciate that permanent hard alterations such as narrowing of entry points might be delayed until after the experimental period, on grounds of expense. In the meantime, however, more obvious signage may well help.

We have noticed on occasion, private cars following hire cars into prohibited roads – possibly if the cab has only a small licence plate at bumper level. Again, significant signage would help.

As visitors to the City from the Tarves area, we find the obvious permitted routes to the south side of the city tedious and now much busier what ever the time of day. It is to be hoped that some alternative arrangement may be worked out to ease this situation during the experimental period.

Yours sincerely,

[REDACTED]

Sent from [Mail](#) for Windows

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 23:51
To: TrafficManagement
Subject: Bus Gates - Objection

Bus Gates - Objection

The new bus gates force more traffic into areas such as Rosemount and Ferryhill. Creating more congestion, emissions and dangerous roads in residential areas. Coupled with much longer journeys.. as a result, greater co2 emissions.

No right turn from Union Terrace Gardens is utterly bizarre. Leaving drivers with one option should they want to reach Bon Accord Centre (or the the beach, George Street etc) having to turn left and into Rosemount (residential area). Then right turn down Rosemount Place, a narrow street, which goes past Skene Square primary school. This road is so congested at 9am and 315pm with parents taking/picking up, making it dangerous for young children crossing to get to school. Then down Marbley Street, also residential and narrow, along Spring Garden (residential), then right along Loch Street (by the college)...

Turn right on Union Terrace to reach Bon Accord Centre it's 0.3 on a mile. With the left turn only, it's 1.1 miles...

It also blights the streets with road signs and cameras. Punishing people with a stealth tax on people who should unfortunately take a wrong turn.

Many city center businesses have seen plummeting footfall and custom thanks to the bus gates. Haigs, Oliver Alexanders*, Marks & Spencer have all closed down for good this week. All citing the bus gates as part of the problem. *(Oliver Alexanders post: <https://www.instagram.com/p/C2NUIAJlty/>) M&S Union Street closing was inevitable after your policies made it near impossible to get to via car over Xmas. Their famed, well used, car collect service was made redundant as no one could access it.

It also discriminates against people with young children, the elderly and disabled who rely on a car. Where cycling just isn't possible and public transport isn't an option due to mobility issues etc.

We also live in Scotland, where the weather plays a huge part in our lives. We've had countless storms this winter and a lot of snow last week. Getting on a bike or merely walking on a pavement in these conditions is not only inconvenient, it's dangerous.

I know of many family and friends who live outside Aberdeen who just don't bother coming into the city now. Due to being unsure of how to navigate around, and the negative messaging the bus gate implies that people in cars are not welcome.

None of this has been thought through properly and they should be scrapped.



[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 23:51
To: TrafficManagement
Subject: Bus Gates Objection

Good evening,

I am writing to submit my objection to the Bus Gates in Aberdeen. Particularly from Market Street, along Union Street and up King Street. In my opinion, there aren't enough buses running to justify this change and the majority of the time, this section of road is near-empty. Prohibiting the public from driving these streets makes Castlegate almost forgotten. Castlegate is an integral and iconic part of Aberdeen's history, housing the Mercat Cross, the former North of Scotland Bank, The Citadel, The Athenaeum and of course The Sheriff Court. I used to love to driving past the Castlegate to visit my grandparents. Particularly at Christmas time when I was younger, with the tree in pride of place and being able to see the Christmas lights down the length of Union Street. This gave me so much joy and pride in my city. Union Street and Aberdeen as a whole has been impacted by the Bus Gates, with it now looking devoid of any life. In my opinion, either all vehicles should be allowed down the length of Union Street again, or the whole thing should be pedestrianised with easy access and parking around it.

My other concerns about the Bus Gates are more regarding the scheme as a whole. If the aim of the Gates were to encourage car users onto public transport, more should have been done to make this a desirable option. Bus travel is expensive, timely, inconsistent and hassle - particularly for those not living close to a bus route, for those with multiple children and for those with accessibility requirements. The only thing the Bus Gates have achieved is making people think twice about whether or not they actually want to go into Aberdeen City Centre. Aberdeen businesses have been struggling. The overwhelming consensus I have seen from Aberdeen citizens is that they are no longer going near the city centre due to fear or confusion of unknowingly entering a bus gate. No matter how many times new routes are posted by ACC on Facebook, there remains wariness and just a general resignation around these restrictions. Because of this, many local businesses have been suffering due to noticeably less footfall which is not only terrible for Aberdeen's economy, but for the morale of its residents. I worry this will further negatively impact the falling property prices in Aberdeen, with many residents seeking to move elsewhere due to the city offering less as a whole if local businesses and amenities continue to close their doors. I have also seen the proposed Aberdeen City Council Budget and worry the situation will only get worse if certain plans are implemented - with less people visiting the city and spending money due to a dwindling number of amenities remaining open.

My final niggle with this, is that ACC have chosen for the Bus Gate Objections to be lodged via email rather than an online form. I feel this is a method used to deter the public from easily and efficiently being able to voice their opinions on the situation. Please see this link (<https://www.change.org/p/scrap-the-new-bus-gates-keep-aberdeen-accessible>), which will take you to a Change.com petition, hoping for the Bus Gates to be scrapped. 6,837 people have signed this petition and hundreds have left comments. I can say with almost certainty that not all of the 6,837 signees will have emailed their objection to the council but I hope their views on the petition are still taken into account. If nothing else, to see the community's fatigue of yet more restrictions and the sheer lack of hope that Aberdonians have left for their city.

I hope this can be taken on board to restore some pride in the city, get people back into the centre and keep our local businesses and Aberdeen's public attractions thriving.

Kind regards,

A solid black rectangular box used to redact the signature of the sender.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 00:09
To: TrafficManagement
Subject: Objection

Dear Council

Being a local business and frequent traveler of the routes I feel bus route is killer for the local businesses. Footfall has lessened and more businesses are out of the race at the Union Street and Guild Street, soon it will impact Market Street and Bridge Street.

Best Regards

[REDACTED]

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 22 January 2024 23:53
To: TrafficManagement
Subject: Bus gates etc.

Central Aberdeen has become much more pleasant as a result of the changes. But I should like to suggest that one minor measure should be rethought: the no right turn from the north end of Union Terrace.

This generates some decidedly odd and undesirable journeys. For example I live in Ferryhill; to get to HMT I used to go down Union Terrace, and park in the Harriet Street carpark. To get there now I have to go via Golden Square, Crimmon Place, and Skene Street. Of course it would be desirable to use public transport, but while we can get to Union Street by bus, but there is no bus home after 7 pm. Walking on a summer evening is pleasant, but in the last three months there would have been a fair chance of getting soaked.

I used to travel via the Denburn and park in the Denburn car park. But Donald's Way was closed for many months---perhaps longer.

Yours,

[Redacted]

[Redacted]

[Redacted]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 00:54
To: TrafficManagement
Subject: Comments /objections to Aberdeen City Council ETRO and Bus Gates 2023

Comments /objections to Aberdeen City Council ETRO and Bus Gates 2023

Whilst I am in favour of improving public transport in principle, I have some specific comments and objections to ACCs recently implemented priority bus routes.

-
- I have never supported ACCs decision to use an ETRO, rather than choosing a normal, full consultation process with all stakeholders – residents, local businesses and the wider public from the city and shire – prior to implementation. Why did ACC decide to implement these changes via an ETRO?
- There is an apparent lack of data and targets in the ownership of ACC regarding bus and car travel times. What were the average journey times before the ETRO and what are they now? How can the success of this project be quantified otherwise.
- There has been insufficient communication with the public and businesses regarding access to the city centre prior to and post implementation of the changes. Road maps were promoted late in the day (and variations of the maps published subsequently) on social media, but many people either didn't have access to the maps or found them difficult to follow.
- As someone who has to drive every day and navigate the new routes frequently, my own experience finds there is still inadequate signage across the city, despite the comments below that the "city's strategic signage has been updated in recent times and should be fit for purpose". Anyone driving from the west heading east, or vice versa, will find that signage will not provide them with a sufficiently early and clear warning or alternative routes guidance. Have any of the transport team / Street UKs taken the time to try out the new routes themselves yet and experience the signage first hand?
- Traffic has certainly built up along Skene Street, past Gilcomston School, due re-routing of cars from Union St. The school also no longer has a lollipop man in the mornings which is a concern for the children crossing.
- What are the changes in the pollution levels along these new main routes into town? Is this being monitored?
- Blue badge holders should be given access to the bus priority routes. There is no acceptable reason why they have been denied access. If the pending "LEZ Blue Badge Exemption Scheme" (a policy which will ensure that Low Emissions Zones (LEZs) do not cause any disadvantage to disabled people or restrict their access to Scotland's city centres) is anything to go by, I'm sure that these new priority bus routes come under the same banner. I will be in touch with the Scottish Government Equality, Inclusion and Human Rights Directorate for their comments on this matter – though I'm sure others have already raised it with ACC.
- The no- right turn on Union Terrace should be removed. It makes no sense to force road users left towards Rosemount, who then have no easy way of correcting their route back toward Schoolhill/Bonaccord area. I was told it was to 'reduce general traffic going in that direction' – a completely unacceptable reason and I'm sure all the businesses in 'that general direction' would have something to say about it too.
- I know from conversations with businesses in the immediate bridge street/market street zones have some very specific issues regarding access for their customers, so I support any of their objections. I do not need to rewrite them all here.

All in all, whilst the bus companies claim these changes are improving journey times, the bus gates have added significantly to the general negative narrative about accessibility to the city and I suspect with a detrimental effect to the local economy. The public who need to/prefer to drive find 'access to the city difficult' or they 'don't understand it' or they 'fear a fine'. The result? They simply don't come into town at all. ACC need to carefully consider who is our target market (city and shire members of the public) and our competitors (other towns/ out of town shopping centres/ online). Customers/visitors will always choose the path of least resistance to places which offer what they want. The shire offers that to many – low cost/free parking, no potential bus gate fines, plenty of retail offering etc

etc. They are simply avoiding Aberdeen now, so my question to ACC is how are you going to pull back the Aberdeenshire population ? Does the green agenda and the x% increase in bus journeys outweigh the economic effects of driving away a large percentage of our customer base, a customer base on which the city depends on?

I know there's many city centre businesses struggling due to a lack of footfall, and with the pending closure of M&S the situation is only going to worsen. ACC to need to consider (with some urgency) whether these bus gates are perhaps a premature addition to a city which is probably at its lowest point in living memory.

Time for a re-think.

[Redacted]

[Redacted]

From: [Redacted] <[Redacted]>
Sent: Friday, March 3, 2023 3:39 PM
To: [Redacted] <[Redacted]> [Redacted] [Redacted] Sandy Beattie <[Redacted]>
Subject: RE: Roads consultation

Good afternoon [Redacted],
Please see my rather quickly drafted responses below. Apologies for the delay in getting back to you.
Kind regards,
[Redacted]

From: [Redacted] <[Redacted]>
Sent: Friday, February 24, 2023 8:58 AM
To: [Redacted] <[Redacted]> [Redacted] <[Redacted]>
Subject: RE: Roads consultation

Good morning,

Apologies for messaging again, but I just wanted to follow up on this email, just in case it ended up in a spam folder or if someone has replied and it's bounced back. I have been having email issues over the last few weeks.

Kind regards,
[Redacted]

From: [Redacted]
Sent: 10 February 2023 13:08
To: [Redacted] [Redacted] [Redacted]
Cc: [Redacted] [Redacted]
Subject: FW: Roads consultation

Hello [Redacted]

Thank you for the response and apologies for the delay in replying. A change of laptop and email servers meant I lost a few conversation threads and had to dig around in an archive.

[Redacted]

█ has suggested I contact you regarding the proposed changes to the road network in the city centre so I hope that you will be able to answer some of our queries and concerns. As business owners on Union Street, we take an active interest in any proposed changes to the accessibility of the city centre for all communities. We are acutely aware that the proposed bus gates are going to make a fundamental change to how traffic flows around the city centre, and the knock on affect this may have to visitor numbers/footfall at a time when the city centre economy is facing many difficulties.

Is there an implementation date proposed for the bus gates and no right turn off Union Terrace? **The works for the bus priority route in the Guild Street area were delayed due to the winter weather conditions in December and January and they will start now after the South College Street Improvement Project has finished in late Spring. We will provide updates nearer the time for when the bus priority route work will start.**

Alternative route map – is there one? When is it likely to be published? **Information about the changes will be made public at the time of the introductions with mapping details however individual route maps will not be provided.**

Alternative routes – has anyone from the transport team driven the proposed alternative routes to get a feel for changes to journey time (are they more or less) and any possible difficulties with those new routes? **The alternative routes are those identified through the revised Roads Hierarchy. These routes are well known and considered fit for purpose. The changes at South College are being made to address identified challenges for the network.**

Signage – Will road signs further out of the city centre be updated to direct traffic to these alternative routes? **The city's strategic signage has been updated in recent times and should be fit for purpose however some old car parking signage has been identified for a review and this will be carried out shortly.**

No-right turn of Union Terrace – can you explain the thinking behind this please. I foresee major access issues for those travelling from the South or West of the city and wishing to access Harriet St car park to visit key attractions in the area - theatre, Bon Accord centre, M/College, art gallery etc. The natural route for those visitors is along Holburn St and then down Union St (and in fact the signs direct you that way from lower Holburn St and Great western road), they will then turn left onto Union Terrace only to find they can't then turn right onto Rosemount Viaduct and on towards Schoolhill and Bonaccord. They will be forced left instead and then, to try and correct their route, will be faced with a further two no-right turns. Carrying on up Rosemount Viaduct, they could take the 3rd road on the right (Baker Street) but are forced left onto a one-way system onto Skene Square and up towards the roundabout at Skene Sq/Maberly St. They are now some distance away from their destination and probably completely confused as to how to correct their route. I'm sure this has all been accounted for in the proposals, so are you able to tell me what this alternative route will be for those who can't turn right off Union Terrace. I have visions of theatre goers needing to park in Harriet Street car park, but are so lost and off route that by the time they correct themselves the theatre bell will have already rung! **Information will be provided to the public at the time the changes are made and alternative routes of access will be required. Harriet Street car park is considered accessible from the A944 corridor which is signed for access to that side of the city.**

The upgrades to South College street are very welcome and have the potential to improve traffic flow, albeit an increased traffic volume with the bus gate on Guild St. The map suggests all traffic heading east to west and vice versa will need to go along South College Street and Market St. Market St in particular is already very congested, and I suspect will only get worse with the increase in traffic forced along it. Are journey times and distances for these routes being recorded before and after? I think a comparison is vital to prove the validity of these proposed changes. **The future proposals for the city centre requires a reduction in traffic volumes which are being addressed by improvements to the public transport and active travel networks. Recording of traffic volumes has and will be undertaken however these are not the only metrics that will be considered in review of the scheme.**

Guild St – Feedback from many suggests that busses 'waiting' was one of the traffic issues on this route. How will ACC prevent this going forward? **Buses on Guild Street will still have access to bus stops on Guild Street however there will be a significant reduction in other traffic therefore delays to public transport will be reduced.**

Meetings and feedback with interested parties – there have been several feedback sessions with local businesses/residents regarding these changes- are the minutes and comments published somewhere and available as a FOI request? **If this is a formal FOI request then it would have to be forwarded to our FOI Team. Please clarify. Streets UK have been carrying out the majority of the consultation and may be more able to respond.**

Funding – is the funding for these changes coming from a ringfenced central government budget, or other? **I've included Sandy within the email as he will be able to address the funding question.**

Apologies for the number of questions, but very little has been put into the public domain about this. I am very disappointed that ACC chose to take the route of an ETRO, rather than allowing the public to have a chance to comment on these proposals.

I look forward to hearing from you.

Kind regards,

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 01:06
To: TrafficManagement
Subject: Objection to bus gates, assoc. road lane alterations, etc

Re: recent bus gates & lane alterations etc Aberdeen city

I am emailing to register my objection to the lack of proper, well advertised public engagement & consultation prior to implementation of bus gates in the Union Terrace, Schoolhill, Guild St, Merchant quarter areas.

I am emailing to register my objection to ongoing use of inadequate signage for road users approaching a bus gate - most especially the one just west of Guild St rail bridge indicating lane use if turning north onto Bridge St. Difficult to interpret signage, which could be greatly helped by on-road colours/arrows, are tricky even when we know Aberdeen, must be hugely confusing for a visitor.

I am accustomed to poor bus gate signage by Aberdeen City roads department/ traffic management as I received a fine for not making sense of the three conflicting signs between Marischal St & the Adelphi (during "Spaces for People") as I turned on to Union St from King's St - the same signage which later made the local press for being bamboozling (that woman's fine was cancelled).

I am emailing to register my concern that appropriate data has not been made available for public scrutiny to show the advantages of implementing these latest bus gates and lane alterations. Presumably a study was made in advance, and data gathered, and I'd be interested to see it. Are bus journeys notably faster; are more passengers actively using the buses (and is this to reach workplace, or for leisure); could the bus gates be peak hour only.

Tap & Ride on certain local buses has helped reduce the scutter of needing exact fare - but they remain one of the most expensive urban bus services I have used in the UK.

I also have a car, petrol, first registered pre-2006. It is well maintained & serviced, and it is my active choice to continue to run it rather than incur the greater carbon cost of buying a more recently built vehicle (and likely, less well built). The introduction of LEZ to Aberdeen city, with its breezy coastal location & very moderate peak hour traffic levels appears both unnecessary (given available emissions data) and punitive to many of the city's citizens. I object to the lack of active public engagement prior to LEZ's implementation in Aberdeen. I also suggest that a fair percentage of ACC vehicles (e.g. roadway maintenance, waste bin collection vans, pavement & road gritters, diggers, cherry pickers) are not LEZ compliant) and it will be infeasible cost-wise to replace them, or hire replacements.

The combination of bus gates (with their inadequate signage), LEZ, pricey buses which only radiate from the centre mean I will no longer be popping into Aberdeen city centre for shopping or leisure anywhere near as often as I used too. You have simply made it too much hassle.

There is little pleasure in visiting the city centre as it is too tricky to access easily.

Yours faithfully

[REDACTED]
(resident since 1999, now seriously considering moving away)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 06:51
To: TrafficManagement
Subject: Bus Gate Feedback

Good morning TrafficManagement

Just wanted to provide feedback on the bus gates in town.

From my personal experience these have increased my travel time and from to work, in Altens on a number of occasions to double the time due to increased traffic in other areas. No longer being able to turn left at market street then either under Trinity or across Bridge Street has caused this issue.

I had to go from Trinity car park to Castle gate on Saturday to pick up my wife and instead of being able to go across to Virginia Street I had to go round Union Square to go onto Market Street to be stuck in traffic.

My elderly mother has stopped going into town now as these gates confuse her and I now have stopped visiting town unless absolutely necessary.

I think there was a complete lack of common sense when this decision was made, if the council wants to push for people to come back into town they need to remove the gates and open up Union Street again.

The increased traffic in other areas these bus gates have caused will no doubt have increased pollution in those areas too.

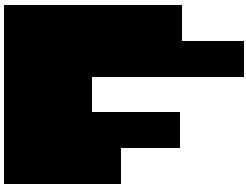
Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 07:53
To: TrafficManagement
Subject: Objection: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

An absolute disaster! A journey from one end of town to the other now takes 30 mins instead of 5. Completely cut people off from the centre and killed access to many shops!
This is killing traffic flow in central Aberdeen with most people deciding to shop outwith Aberdeen or retail parks.
Not good for the environment due to longer journeys and queues.
It appears that it is just First Bus that benefits.



Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 08:24
To: TrafficManagement
Subject: Bus Gate Consultation

The installation of bus gates in Aberdeen has:

- Been detrimental to all retail business in the city centre. Many are closing or have already shut. The city centre is a dismal, uninviting place to visit.
- Does nothing to encourage the public into the centre of town. In fact, the public are either confused by the bus gates, or in these financially constrained times, so terrified of getting a fine, that they avoid the city centre. This has made the centre of Aberdeen a no-go area for drivers and hence footfall.
- Been influenced by the bus companies. The city council has allowed themselves to be influenced by the bus companies wanting faster journey times, to the detriment of the public and boosting the profits of a company, which already charges the highest bus fares in Scotland. Taxi fares are prohibitive for many. It's a bit like the tail wagging the dog. Faster journey times means less buses needed, less manpower = greater profits.
- Not every member of the public can use the buses, so this section of society is excluded. Not everyone wants to use an inefficient and unreliable bus service to access the centre of town.
- Caused problems for anyone who requires uplifting a friend or relative from the bus or train station. Buses, intercity, country or town, do not interconnect nor run at convenient times. Those coming into Aberdeen on an intercity bus in the evening, must wait several hours for a country bus connection, if there is a connection. The intercity buses can arrive or leave after the city/ country buses cease to operate. As there is no safe secure place to wait, nor secure dry pick up points, in the evenings alternative arrangements need to be made to pick up these people. Union Square is not a safe secure drop off/ pick up point, neither is the multistorey car park for lone females. Walking from the bus/ train stations in the dark evenings is not a pleasant experience for lone travellers, especially females to access arranged pick up points for cars. Old and infirm, who value their independence cannot be dropped off / picked up with the least walking distance. Consequently, visitors are discouraged from visiting Aberdeen.
- Had no prior consultation before the bus gate signs and street painting was done. Usually, public consultation comes before action is taken, not after. The rarely used Experimental Traffic Regulation order implemented by the council has angered the public and businesses. These are the very people who have the power to vote councillors into office, or not. The bus companies, emergency services and taxi companies do not have this power – only the public. The fact that the city council had to resort to using the rarely used Experimental Traffic Regulation order to execute these temporary measures in the first place just indicated how concerned the council were about the public opinion rejecting the.

Lastly, it is my opinion, that no matter the volume of opposition raised by the public in this case, Aberdeen City Council will ignore any resistance, as this is seen as a very profitable easy money spinner to fill the councils' coffers. The city council need to listen to the public, not ignore them, after all we pay your wages.

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 23 January 2024 09:48
To: TrafficManagement
Subject: Opposed to bus gates in the City Centre of Aberdeen

[Redacted]

[Redacted]

[Redacted]

e: [Redacted]

[Redacted]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 10:04
To: TrafficManagement
Subject: Bus gates feedback

Good morning

I'd like to give feedback on the bus gates. I think it's very unclear where exactly they start and stop. This must be very confusing for the elderly and new drivers who have just passed their test.

My personal experience is that I have taken a longer route to reach my destination, which is also often busier therefore using more fuel and in the car for longer which defeats the purpose of trying to benefit the environment.

I would be very happy for the current bus gates system to be abolished.

Kind regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 10:30
To: TrafficManagement
Subject: Bus gates and traffic management in Aberdeen

I strongly object to the implementation of these bus gates in the city of Aberdeen.

I live in [REDACTED]

And negotiating my way into the city to shop is a maze of extra side roads.

I bought a diesel car 10 years ago - recommend as the cleanest and most efficient for the environment at the time!

Now I find that this year I will have to use a park and ride to transfer into the city shops!

I am 72 this year and have no bus service passing my house.

It's high time that the people making all these changes in city access thought about the aging population also!

I vote for getting rid of these bus gates and restoring a sensible access to Union street .

[REDACTED]
efb [REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 11:05
To: TrafficManagement
Subject: City Centre Traffic Management Consultation

Dear councillors

Prior to lodging my complaint I did some research on how other city in the U.K. with a similar population, have dealt with traffic management in their city centres.

I was unable to find a single city that prohibited general traffic from using 3 parallel city centre streets. In fact I couldn't find a city that had even restricted general traffic on 2 parallel streets. Numerous one way systems were evident, as were pedestrianised streets.

The decision to bring in such draconian measures beggars belief and if retained in their entirety will most certainly kill our city centre and the many traders who rely on footfall.

The following restrictions need to be revisited, as they are totally confusing:

Motor vehicles, unless for the purpose of taking access, will be prohibited from all or certain lengths of Bath Street, Bridge Place, Bridge Street, Broad Street, Carmelite Lane, Carmelite Street, Castle Street, Concert Court, Guild Street, Exchange Lane, Exchange Street, Exchequer Row, Green, Hadden Street, Imperial Place, King Street, Lodge Walk, Marischal Street, Market Street, Queen Street, Union Street, Shiprow, Shoe Lane, Shore Brae, Stirling Street, Trinity Lane and Trinity Street.

The restricted right turn from Union Terrace onto Rosemount Viaduct is unnecessary and has created extra mileage for those dropping off the elderly and disabled at St Marks or HMT. As it serves no recordable benefit, it should be removed.

Aberdeen appears to be the only city/town that has a bus lane/gate with no bus service using it.

The bus gates on Guild Street have removed many shoppers and visitors from the area and urgently requires removal.

In general the city traffic management is a disaster, is removing shoppers from the centre and pushing more and more people onto online shopping. It is viewed by many as a money making scheme for the council and is creating huge negativity towards the council. Having shopped in the city centre for over 55 years, I now choose to shop in either Inverurie or Banchory and am disappointed that I'm being forced to do this by an out of touch council.

I sincerely hope that the council will also abandon its proposal for a Low Emission Zone, which will definitely be the final nail in the coffin for traders.

Many residents won't submit objection, because they feel councillors won't listen. Please prove them wrong.

Yours sincerely

█

██████████

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 11:07
To: TrafficManagement
Subject: Bus Gate

To whom it may concern

The recent changes to the routes leading east towards the City Centre has left drivers with limited options and inequitable routes. Not only will they have to incur detours, but also the introduction of a bus gate at the junction of Market St and Guild St has left drivers traveling from the Southeast without the option of turning left along Guild St. Such changes will not only cause inconvenience but also increase traffic congestion. While the Trinity Car Park remains an option, the traffic will be directed past Union Square Shopping Centre, leaving the facility as the only viable choice for many drivers. The situation demands a serious discourse on how to create a balanced traffic system that benefits all road users.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 12:00
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023 / Cults Primary School

Hello,

I'd just like to write a short note as regards the bus gates in the centre of Aberdeen. I am writing as a solicitor who has spoken with many of my clients who occupy commercial properties in the town centre. For clarity I am writing in my capacity as an individual and not on behalf of my firm or any clients.

The bus gates have added a further level of confusion and fear to visitors to the town centre. This is further decreasing the footfall in town which we can see is clearly having a detrimental impact on the sustainability of retail and hospitality businesses. We need to be encouraging affluent spenders into town. It is important that the spend per visit is high and that the town centre is a pleasant place to visit. I repeatedly hear that people are scared to now go into town due to the anti-social behaviour experienced on Union Street. We seem to have ended up with the worst of all worlds in that Union Street is not pedestrianised and accordingly not a very pleasant environment but we now have these bus gates which make it increasingly hard for people to navigate the surrounding areas to Union Street so people can park and walk there. The whole scheme seems badly thought out and an active incentive against town centre visits. The bus gates have also been discussed on school Whatsapp groups and the consensus is that people just don't bother going into town anymore as it is too confusing and people don't want to be fined.

Not only that if you live in the west end of Aberdeen navigating to the beach (one of the cities finest assets and something we should absolutely be capitalising on) is almost impossible at certain times of day. The route beside the harbour is a constant bottleneck and to chicane through the tiny car lined streets of Rosemount can be impossible. Visiting the beach is considerably harder than it used to be.

We have to be realistic in that Aberdeen is a city with inclement weather and a wide catchment area from the 'shire where car use is the only viable method of transport for many people. We should be encouraging all types of transport to the city centre, cars, buses, cycles, walking etc. I genuinely feel that the City is at a tipping point and we must remove as many obstacles to visits as we can. Online shopping is not going away - we need to make it easy for people to visit the town to keep it alive.

As an aside, my daughters attend Cults Primary School, the road around the perimeter has virtually no street lighting. When picking up small children from nursery and school in the dark it is quite intimidating and unpleasant as the road is surrounded by a forest. Is it true that this is not an adopted road? Would this fall under the Education Departments remit?

Many thanks for your time,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 12:02
To: TrafficManagement
Subject: Bus Gates

Good morning,

My opinion on the bus gates in Aberdeen are that they don't work or help businesses in the city centre. Since they have been introduced, I have rarely been into town. The reason is that I am not sure where you can drive. The maps that have been produced and shared regularly online aren't very clear. I also don't think they have increased usage on public transport. I find the bus fares too expensive for using a bus regularly. The bus firms claim that public are using the buses more since the installation of the bus gates. When I have used a bus to travel to town, there are never full to capacity.

I believe that a lot of businesses are suffering too. Every day, you read of shops, restaurants closing as they don't have the footfall like they used to. People are now shopping out with the city and going to places like Inverurie or Portlethen.

Regards,

[REDACTED]

Sent from my iPad

[Redacted]

From: [Redacted]
Sent: 23 January 2024 12:22
To: TrafficManagement
Subject: Bus Gates Consultation

I wish to object to all the bus gate experiments within Aberdeen City Centre.

The reason for my objection is that motorcycles are not permitted to use them, or indeed any of the other bus lanes / gates in Aberdeen.

I refer you to UK government guidance which recommends motorcycles should be permitted in bus lanes as a default.

[Motorcyclists using bus lanes \(TAL 1/24\)](#)



Motorcyclists using bus lanes (TAL 1/24)

Please confirm when this will be presented to the Council for approval/ debate.

Thank you

[Redacted]

[Redacted]

[Sent from Sky Yahoo Mail on Android](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 12:47
To: TrafficManagement

Hi,

I'd like to object to the bus gates. I'm not sure how many of the decision makers that implemented this process actually use the buses in Aberdeen, but since COVID almost ALL routes have run reduced services, they've never returned to normal levels of service.

You've closed half of the city center for buses only while the bus service companies are running even less buses than ever before!

Honestly, I gave up a £65k job in Westhill because the rigmarole of spending nearly 1 1/2 hours to commute 7 miles for over £90 per month from the city center was not worth it. That's mad. But that's how bad services are being run at the moment, and for the longest time, and with no sign of interest to change. Why are you pandering to bus companies that don't even have the respect to run their service contracts on behalf of the city the way that they are supposed to.

Shambles.

Yours,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 12:50
To: TrafficManagement

The bus services have refused to return services back to pre COVID levels. Half the services are late, overcrowded, or just don't turn up.

Why are the council pandering to bus companies that don't even respect the terms of their service contracts already?

No one knows why you want to do this either, so strange to have this as a top priority for a failed service.

Bemused Resident,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 13:32
To: TrafficManagement
Subject: Bus Gates

Bus gates have made journeys through town - especially to and from the beach - more tortuous, both in terms of distance travelled and duration. Many of us are not in a position to use public transport - and for others, with large, disabled, elderly, infirm or young families, public transport is not an option.

Bus gates are simply penalising a large section of the community and are massively discouraging visits to the city centre.

God help our city when the issue is further compounded by the needless ULEZ.

The desire to push people onto public transport and to speed bus journeys is highly discriminatory towards the aforementioned subsets of society. You should be doing everything to make the city centre MORE accessible to everybody, not putting measures in place that either practically or notionally keep people away.

Finally, the more tortuous routes through the city centre are actually increasing the carbon footprint of Aberdeen, not reducing it.

Abolish the bus gates - and the future ULEZ, or our once proud and vibrant city centre will die.

[REDACTED]
Sent from my iPad

From:
Sent:
To:

[REDACTED] <[REDACTED]>
23 January 2024 13:59
TrafficManagement

The introduction of the bus gate at the Market St and Guild St junction has created unfair routes, especially for those traveling from the Southeast along Market St. Turning left along Guild St is no longer an option, forcing traffic to pass Union Square. Additionally, egress from Trinity Centre Car park along Wapping St now prohibits right turns onto Guild St, effectively cutting off eastbound travel for parking facility users. The current congestion during peak traffic around Rennie's Wynd/Wapping St, Denburn is already burdensome, and the introduction of the Guild St Bus Gate has only expanded this issue rather than alleviating it.

The creation of a bus gate at Bridge Street has limited the route options for drivers, pushing them towards longer, detoured routes. Even traveling east towards the City Centre and Trinity Car Park requires navigating through a series of detours that add unnecessary minutes to journey times. Unfortunately, this has created a system that is unbalance, a not attractive look for the city centre.

The creation and implementation of a bus gate at Bridge Street in the city centre is causing major disruption to travel within the city. Access to certain roads is now restricted, forcing drivers to take alternative, often longer, routes. This is particularly true for those travelling from the East as Bridge St gate is cutting the city in half and no allowing access and choice of travel.

Regards

[REDACTED]

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 23 January 2024 14:01
To: TrafficManagement
Subject: Bus Gates

Hi

I strongly object to the bus gates,
As i business in the city centre who talks to thousands of guests per month who make a point to come to our salon and barbers, all we here is how scared people generally feel to drive in to town, so they choose to go to Inverurie or other locations rather than come into the city centre, because of fear of getting fined. if we are about trying to revive the city centre this really isn't helping.

Regards

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:01
To: TrafficManagement
Subject: Traffic management

. The introduction of the bus gate at the Market St and Guild St junction has created unfair routes, especially for those traveling from the Southeast along Market St. Turning left along Guild St is no longer an option, forcing traffic to pass Union Square. Additionally, egress from Trinity Centre Car park along Wapping St now prohibits right turns onto Guild St, effectively cutting off eastbound travel for parking facility users. The current congestion during peak traffic around Rennie's Wynd/Wapping St, Denburn is already burdensome, and the introduction of the Guild St Bus Gate has only expanded this issue rather than alleviating it.

18. The creation of a bus gate at Bridge Street has limited the route options for drivers, pushing them towards longer, detoured routes. Even traveling east towards the City Centre and Trinity Car Park requires navigating through a series of detours that add unnecessary minutes to journey times. Unfortunately, this has created a system that is unbalanced, and not an attractive look for the city centre.

19. The creation and implementation of a bus gate at Bridge Street in the city centre is causing major disruption to travel within the city. Access to certain roads is now restricted, forcing drivers to take alternative, often longer, routes. This is particularly true for those travelling from the East as Bridge St gate is cutting the city in half and not allowing access and choice of travel.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:01
To: TrafficManagement
Subject: Feedback re implementation of bus lanes etc

If the intention of the council was to implement a system that would kill off even more of the city centre, then congratulations, you have succeeded.

The torturous system, where nobody seems to know what has been implemented and where cars can now go, has stifled even more of the commerce in the city centre, and has restricted access to the surrounding areas. I used to go into town for a coffee every morning and then head down to the beach where I would have a walk and then refreshments at one of the beach cafes. I have stopped doing that, the strange route one has to follow in order to get there and then to get home is ridiculous and takes much longer.

And what is the point of it all? I really do not know, I struggle to understand what you are really trying to achieve, it looks like a couple of anti-car activists have been let loose with their goal of ridding the city of all private cars, and nobody has stopped them.

You have lost sight of the fact that this is killing off what little life there is in Aberdeen city centre, which is now beyond help and a total disgrace. I had the misfortune to walk up Union Street between Market Street and Bridge Street about 9pm one night last week (between the bus gates), and it was like walking through a scene from a war movie - a couple of dozen youths on bikes cycling around and hurling abuse at the few people unfortunate to be walking around, it was totally intimidation. If the bus gates were all removed to let traffic flow through the city again, then it would certainly transform things for the better, and add a bit of life back.

Can I also suggest that you tell Bob Keiller that his noble attempts to rejuvenate the centre of the city are in vain? How can he do any good (and he is a very clever guy) if you are implementing schemes such as these bus lanes.

I would be pleased to discuss the finer details of my thoughts if you want, on the understanding that feedback will actually make a difference. If you are just going through the process of rubber stamping the whole process without change, as I expect you are, then I won't waste my time.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:11
To: TrafficManagement
Subject: Bus gates

To whom it may concern,

I am writing in support of the small independent shops that we still have in Aberdeen. It's very disappointing to see the decline of our beautiful Union street. As someone who works in the centre also it's shocking that elderly and disabled people are having to walk at distance if they need to shop in the centre / get a vaccination. No one knows where to park, they are frightened incase they receive a fine. Our public transport is not good enough either, to park it's horrendously expensive also. I totally oppose these bus gates.

I hope ACC can have a rethink.

Regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:19
To: TrafficManagement
Subject: Bus gates

As a blue badge holder I now have no access to most of Union Street and surrounding areas. Travelling by bus is not an option for me because of walking difficulties.
Additionally, I can no longer park in the blue badge spaces in the railway station platform area as no access allowed from Guild street.
Could the council please look (seriously) at its decision to impose bus gates without thought to the needs of disabled and elderly people.

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:24
To: TrafficManagement
Subject: Response to consultation - particularly re: bus gates

So much for creating a vibrant hub in the centre of Aberdeen! I do not believe that bus gates are the solution. Bus gates will do little to improve an otherwise wanting public transport service.

I wish it to be known from the start that I am a loyal and long term user of public transport and even walking into Aberdeen when possible.

I hope however, that whoever reads this will have experienced the same weather as I have this past month in Aberdeen, and therefore may have thought twice about waiting for an unreliable bus without shelter, to visit the ULTRA DEAD town centre, when I can take a short journey in a car and shop outwith the TOWN CENTRE. I guess this is the Dough-ring effect. In other words A VOID IN THE CENTRE.

I understand the commendable concept of Traffic Management but as has become obvious with these proposals, they are not fit for purpose.

The design process is as follows :- RESEARCH AND INVESTIGATION

CONSIDERATION OF POSSIBILITIES AND IDEAS

CHOICE OF APPROPRIATE IDEA In other words it is flexible process towards a conclusion which can sometimes be one that was not necessarily originally thought to be the best, but which is decided by discussion to be the most FIT FOR PURPOSE. It would be splendid to think that the thoughts on these proposals are properly listened to and that arrogance does not prevail.

I frequently have to ask myself whether any local knowledge has contributed to these ideas being taken for our wonderful city at the moment. Are they council core staff (and therefore hopefully do have local experience even if not evident here) or are they consultants and if so how much are their fees? Do the decision-makers have any subjective local knowledge? Are they waiting for a bus into town in January in Aberdeen, far less visit the Theatre either to attend or to drop an elderly person close to that venue? Oh and you can forget driving to an appropriate car park to enjoy some food at one of our increasingly diminishing struggling restaurants.

I urge you to look again at your outdated proposals or is social isolation part of your all over plan? We are moving towards hybrid or electric cars and so pollution is not as it was. Decongestion is to be considered but it would have been a challenge for you to count very many cars in the centre of town anyway. BUT THEN YOU MAY NOT LIVE HERE.

[REDACTED]
Braeside, Aberdeen

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:33
To: TrafficManagement
Subject: Bus gates

The city centre is dying and you have made it worse yet. There is no benefit from the bus gates at all...along with the one-way system implemented years ago over the beach esplanade. The city is dying...the centre is a ghost's place and by your decisions, you are not helping at all.

Kind regards

[REDACTED]

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 23 January 2024 14:35
To: TrafficManagement
Subject: Bus Gates Objection

Good afternoon,

Access to the Trinity Carpark has become a serious challenge for those travelling from the west of the City and heading to the city centre. Due to the bus gate at Bridge St, right turns on the most logical route have been blocked, resulting in considerable inconvenience for drivers. The effects of this go beyond the inability to access Trinity Car Park, with the College St Car Park and Union Square shopping centre car parks in the south side of the city now also inaccessible. To make matters worse, the no-right-hand turn at Rosemount Viaduct/Union Terrace has cut off access to the city centre from the parking provision at Bon Accord Centre. These changes mean that travellers must now plan and adjust, making it more complicated than ever to reach their destination.

Kind Regards

[Redacted]



[Redacted]

[Redacted] 603 5553

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:38
To: TrafficManagement
Subject: Bus Gates

Afternoon

I am writing to express my concern over the new bus gates which have been installed in Guild Street , Market Street and Bridge Street . It is now impossible for me to drive into union square without taking a large detour round by the Duthie Park or the beach and for elderly or disabled people it is extremely difficult to get into the centre of town . When the centre of Aberdeen is already in a huge decline you are making it even more difficult to get into the shops . Since they have been implemented I have very rarely been in town and am increasingly shopping online or going else where to shop . You need to encourage people into Aberdeen city centre not discourage.

I hope things will change

Kind regards

[REDACTED]

[Sent from the all-new AOL app for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:39
To: TrafficManagement
Subject: Aberdeen City Centre

Just wanted to add my feedback on bus gates. I find that they are very confusing and those individuals I have spoken with (mainly over 50's) have chosen to avoid driving into Aberdeen City Centre rather than risk a fine or find the road layout has changed. However limited the bus gates are, the perception is that they are adding to the demise of Aberdeen City Centre. I realise that the general population shops differently (online/outlets), but the City Centre must be made attractive to draw people in. It's difficulties have a knock on effect on all types of businesses and the health of the local population. It is such a problem to solve - the traffic flow, city centre business, health & wellbeing, cost of living crisis, downturn in the Oil industry cannot be separated. Aberdeen is a beautiful city. The grey granite bones are there. Please do your best for it to attract locals and visitors in the years to come.

Sincerely,

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:50
To: TrafficManagement
Subject: Experimental traffic management

Well I hope by now you have realised what a bad idea this has been for Aberdeen city center. It has only exacerbated the demise of our already depleted city center. I refuse to enter Aberdeen because it's now too difficult to negotiate and only increases the amount of fuel and time required. What a stupid idea this is!!!

Please reverse these bus gates and get our city back to normality. Our city businesses are suffering because of it.. I now prefer to go elsewhere to do my shopping rather than visit Aberdeen.

PLEASE SEE SENSE

[REDACTED]
Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 14:57
To: TrafficManagement
Subject: Comments on Experimental Bus Gates in Aberdeen City Centre

Hello,

I wanted to send my thoughts on the experimental bus gates that have been put in place in the city centre.

I find the areas extremely confusing as to which streets I can drive down, in particular around union square. I live in Inverurie and the confusion around the bus gates has put me off coming in to Aberdeen, where I would have driven into town to look round shops (independent shops like Annie Mo's for example), I now just order online. I think a lot of people have been put off going in to the city centre and this is having a big impact on small businesses.

It is very sad to see the city centre going downhill in this way, with more and more shops becoming empty buildings.

Kind Regards

[REDACTED]

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 23 January 2024 14:58
To: TrafficManagement
Subject: Consultation response

Object

Bus gate on Trinity Quay and east bound carriageway of Guild Street – this should be opened to cars travelling from both Virginia Street and Market Street

Prohibition on right turn from Union Terrace on to Rosemount Viaduct – there is no need for this other than to reduce the number of vehicles travelling on Rosemount viaduct.

Southbound restriction on Bridge Street – this discourages the use of Denburn dual carriageway as a swift means of exiting the city centre north.

Restriction of vehicles on King Street and Marischal Street – these should remain open for access to Regent Quay

One way restriction on Schoolhill from Belmont Street – this should allow for vehicles turning right out of the RGC horseshoe back on to Schoolhill towards Rosemount Viaduct. Cars will still drop children at School and making theme reroute through Harriet Street and Blackfriars Street is an unnecessary diversion, and causes additional traffic issues and risk to children on Blackfriars, where many school buses are parked to drop children.

Support

All other proposed measures to reduce traffic in certain city centre key routes, and encourage public transport use

Propose

Complete pedestrianisation of Union Street – closure to all vehicles except cycles and good delivery vehicles. The current set up is a half-hearted compromise that benefits no-one – all the empty shops are a result of lost footfall, because nothing has replaced the numbers lost because they can't park close. Pedestrianise the main street and encourage restaurants in all ground floor properties, and outside seating and cabins.

20mph speed limit on a wider area of the city centre (in line with the LEZ)

Encouragement of Uber style taxis, where prices and arrival times are clear, unlike the current scenario of completely unknown arrival times and cost. A proper and efficient taxi system will encourage use.

Many thanks

[Redacted]

[Redacted]



[Redacted]
[Redacted]
[Redacted]
[Redacted]

[Redacted]
[Redacted]
[Redacted]
[Redacted]



[Redacted]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 15:35
To: TrafficManagement
Subject: Traffic Management (Experimental Order) 2023 Consultation

It is appreciated that the experimental order was introduced with consultation to happen concurrently. There will be an impact assessment to consider, but meantime observations and comments as part of the consultation are as follows:

The general principles of more reliable public transport are welcomed although much needs to be done in this regard, including an expansion of real time information locations and bus shelters. Clear signage is needed to deliver the aims of bus-gates. It is not great at present and of course financial penalties are now being imposed. In addition, despite assertions, not everyone who breached a bus-gate soon after their introduction, received an awareness warning letter prior to the introduction of fines. Signage needs to be obvious and unambiguous.

There should be reasonable access for both commercial and private vehicles to achieve an inviting vibrant city centre, bearing in mind that many cars will now be open electric or hybrid running on battery power. It is noted that although practical cycle lanes and pedestrian priority areas have been gradually introduced over the years, safe cycle lanes of a segregated nature could have been designed into more recent developments, including Marischal Square/Upperkirkgate, The Art Gallery at Schoolhill and South College Street. It is therefore unfortunate to experience a short retrofitted lane introduced westbound on Schoolhill between Belmont Street and Upperkirkgate. If it is intended as part of a network then this meagre provision seems somewhat isolated and of little real advantage to cyclists.

This has resulted in much confusion and the no right turn sign exiting the pocket park at Schoolhill is ignored either through necessity or lack of awareness by many drivers. This was certainly the case when the westbound restrictions were lifted during the 2023-24 festive holiday period to permit access to and from Flourmill Lane and the sadly disadvantaged Marks & Spencer pick-up point. It was not helped by the retention of existing signage indicating a one-way system for motors, despite road markings having been altered to the contrary. Some uninformed manoeuvres observed while restrictions were actually in operation included three point turns at the Upperkirkgate no entry point, to turn back along Schoolhill in what was unclearly designated a cycle lane only.

One disadvantage of this section being restricted means unnecessary longer detours easterly to exit the centre of town in a westerly direction. Certain large commercial or delivery vehicles are simply unwilling or unable to negotiate narrow Harriet Street and therefore when leaving the pocket park at The Art Gallery and Robert Gordon's College, turn right over the short stretch of road in question. Considering that this more environmentally acceptable route is only a few metres long, it is a rational common-sense decision which should lead to reinstatement as a practical legal route.

The nearby no right turn from Union Terrace to Rosemount Viaduct defies logic too. The perceived advantage to improving flow of public transport at this point is hard to appreciate and the measure does not enhance access to HMT Theatre dropping off point, which in itself seems to be quite restrictive in assisting delivery of passengers to the important venue. This is all quite counterproductive to extending a warm welcome.

Traffic management arrangements should be based on evidence based policy making, especially if there are proposed penalties involved. Good management should be holistic, reasonable and assist efficient traffic flow to the benefit of pedestrians, cyclists and motorists accessing the city centre. It will be interesting to see the outcomes from the impact assessment which must have been running concurrently with the introduction of the proposed measures.

Sincerely
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 16:33
To: TrafficManagement
Subject: Traffic management system experiment - Aberdeen City Centre

Dear Council,

I write regarding the current Traffic Management Experimental Order 2023 from the perspective of an occasional visitor into the City Centre, and from the perspective of undertaking and evaluating a civic experiment in an open, informative and transparent manner.

1. The signage is completely inadequate and confusing, given the complexity of the street closures and the designation of 4 different zones of usage in central Aberdeen, so close the only amenities that remain in this dwindling city. I and my family make a journey into Aberdeen only a few times per year, usually for pleasure (cinema, restaurants, gift shopping, tourist-like activities with grandchildren - 1 of whom is disabled) but we also try to incorporate any errands into these visits, such as delivery to charity donation centres. For these reasons, we make the journey by car as we have several addresses to visit and the need to shorten wheelchair distances as much as possible. Our problem arises when familiar routes are closed or altered with inadequate signage and escape routes onto approved private car routes are not available. Along with over 22,000 other drivers (as reported), we have fallen foul of the Council's failure to effectively communicate that entry to certain streets is prohibited. Unlike residents, we do not know the city well enough to navigate both this level of complexity and inadequate signage. Neither does our satnav. If the current system remains as it is in its 'experimental' form, we will not come into Aberdeen anymore - the levels of stress are too high for the amenities it offers.

2. The objectives, monitoring and assessment of the experimental system are inadequately defined in your public communications, such that you have not identified what 'success' would look like. The public can usually be persuaded to adopt new systems if the benefits are clear to all. However, there are no current numbers, predictions or hypotheses as to what would be your target or an acceptable outcome for this experiment given in the online website. How many private cars use the streets currently? What is the target number or reduction? What are the current trends given the closure of Aberdeen's large stores? How is the footfall in Union Street and Union Square expected to change during the experimental period? What is expected to happen to bus passenger numbers? What factors and changes in numbers would constitute success? These figures and information are required for any experiment in order that it can be evaluated with integrity and transparency, and the results can be trusted by those whom it affects.

Yours faithfully,
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 16:36
To: TrafficManagement
Subject: Bus Gate Objection

To whom it may concern,

I wish to lodge my objection to the bus gates in Aberdeen City Centre.

Whilst I no longer live in the city, I took my elderly parents into Union Square between Christmas and New Year using the most direct route as my Dad has Parkinson's and is anxious during car journey's.

Having looked up the new bus gates and thinking I understood the maps, I was still caught out taking my normal route via the Denburn dual carriageway. A double decker bus blocked the only signage outside the Sainsbury's local and I did not see any other signage on my route.

However, once you make the error of turning left, you are trapped and forced into the bus gate as there is no alternate escape route after this point. I was aware of the bus lane to the left but not of the tiny portion of the right hand lane where a bus gate starts right before the pedestrian crossing - I cannot understand the point of such a pointless small area being a bus gate.

I was following what appeared to be other drivers in regular cars, not taxis or buses so I can assume other city centre drivers were also unaware of this trap.

This bus gate now obsoletes one of the most direct routes to the best shopping centre the city has.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 16:39
To: TrafficManagement
Subject: Feedback - Bus Gates

Hi

I want to lodge my opinion on the bus gates in Aberdeen city centre.

They offer confusion to drivers trying to navigate through the city and drive people out of the town centre which needs to be revived as opposed to avoided.

As someone who regularly visits the city centre but does not live in the town or on a reliable bus route driving is my easiest option and the bus gates cause me to avoid the town centre including areas beyond Union Street, for example Holborn Street and the Thistle Street area - where many independent shops need to keep thier foot fall.

Perhaps 10-20 years ago aberdeen could have afforded the idea of bus gates when city centre congestion was really bad however the idea has been launched at entirely the wrong time.

Please listen to the public and keep the city centre moving and accessible - remove the bus gates.

Kind Regards

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 16:55
To: TrafficManagement

Aberdeen City Bus Gates Consultation

Dear Sirs,

As a frequent visitor to Aberdeen, the city of my birth, I am writing to advise you of my objections to the the above bus gates.

Since the initial introduction of the first gates on Union Street I have found it harder on each visit to navigate around the city centre without falling foul of the restrictions.

It was especially difficult during the horrendous delays caused by the road works at the Bridge of Dee and the King George Bridge.

For those with a reduced mobility and time constraints due to caring for a vulnerable elderly parent it is especially difficult.

The last straw was the inability to go from St College Street along Guild Street to the beach, a route I have used from Kincorth for decades as it avoids all the commercial traffic along by the river and the Harbour.

I am still unsure as to whether I actually went through a gate there on my last visit.

Union Street was one of the highlights of my visits in years gone by however, in the past years I have not been on it once and with all the closures of shops, and now M&S, I cannot see I ever will.

I find Union Square bad enough to shop in with a car, due to the distances from Guild St entrance to the M&S entrance.

I would presumably need two buses to get there from Kincorth as I am unable to do the walk from Union Street.

I cannot see how these changes encourage residents and visitors into the City Centre.

Yours faithfully,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 16:58
To: TrafficManagement
Subject: Bus gate feedback....."The Venus Fly Trap of Traffic Management"

Good afternoon, Traffic Management Aberdeen City Council,

I hope I am in time (just) to provide some feedback on your new bus gate systems and that you will read this note and ideally adopt the more positive ideas contained at the end.

I recently read in the P&J (20th Jan) that this was the process to provide feedback by 23 Jan and that:

"anyone objecting must explain why they disagree and the problems that they have faced because of the new bus gate and road restrictions"

So here goes.....

I was caught in the Bus Gate TWICE with an hour! - 22nd December 2023 - so Merry Christmas for visiting Aberdeen to pick up some purchases £££££ - from Union Square.

I received the letter(s) late in jan due to the post delay because of recent bad weather and access - but with just a few days to go before the "reduction discount deadline" expired - **what to do ? what to do ? - decisions - decisions?**

I was "**disappointed**" to see that if you appeal you forfeit the right to a reduction - **is this actually legal- as I have committed no additional "offence" other than to appeal** - however I can see this as an incentive for the council to get their money quickly- so maybe this is just another money making scheme - who knows?

So after a brief cost / benefit analysis I had a number of choices:

- 1) Pay the 2 X £30 fine = £60 to visit Aberdeen at Christmas
- 2) Appeal both charges, but then run the risk of having to pay 2 x £60 = £120 for the visit **just for attempting to appeal. - This is wrong!!**

As the £30 charges are about equivalent to my fuel and parking costs for one "future" visit to Aberdeen and the added stress of waiting for an appeal judgement - I decided to pay up and put in place for 2024 my **New Years resolution - NOT to Visit Aberdeen** - not just until I recover the £60 due to the Bus Gate - but basically as far as possible

Avoid Aberdeen At All Costs.....or **AAAAC** if you want a snappy acronym.

I am thinking of doing this on an experimental basis - **I would like to say NEVER visit** - but that may be unrealistic and not practical in the future.

However this experience of being "trapped" in a Bus Gate has now made me realise that:

Aberdeen = Bus Gates= Resentment

Now why would I say this and how has this come about and how could this have been avoided....

So here goes.....

If I am honest, I had heard about the bus gate installation in 2023.

However I took these to be actual **physical barriers** which prevented anything apart a bus entering this zone. After all the word "**gate**" is defined as a physical barrier.

It was a dark and rainy 22nd December night and I had to get to Unions Square - so to avoid the imagined Physical Barriers on Union Street I used the under-pass to the station area, and using my normal route to Union Square (I had not been there since August) found myself trapped in what would better be described as a "Truncated Bus Lane".

- How can this be - not a physical barrier insight- just some paint saying Bus Gate ??.

Being trapped I had to move on and complete the Right Turn etc but resolved to watch out for these in the future.

Having spent ££££ in union square and picked up a family member due to potential train cancellations we ventured out into the cold rainy (typical) Aberdeen night.

Not want to be caught out again I decided to not turn left to the station area and just go up to Market Street - **well what do you know yet another Bus Gate trap....**so looks like 2X£60 = £120 or min.2x £30 = £60 - for my Aberdeen Visit.

However its not about the money - as mentioned earlier - **I can recover this and a LOT more by changing my plans for 2024 and beyond.**

Although I do not visit Union Square car park that often - last time was early August - However - I do visit Aberdeen about 3 times per week and park in Chapel Street, Albert Terrace or Carden Place.

These visits will **now stop or reduce significantly** and therefore the spending in the local coffee shops and other retail outlets will now be reduced.

I shall now make savings which would have gone without question to Aberdeen Council for parking - because there is no point in visiting anymore.

The COVID period demonstrated that it was possible to do with an Aberdeen visit for around 18 months.

This was beginning to get back to "normal " over the last year or so however the Bus Gate experience will I fear have the same affect.

Aberdeen = Bus Gate = Resentment

Why would I say this - well it could have been so different.

Having done some weekend research it seems that whenever Bus Gates are introduced to a city there is controversy and resentment and with Aberdeen it could have been so different....if you had just been honest with the users....

Here are some practical ideas which you could still implement- with the money you have already received from penalty charges:

1) **Do not** call them Bus Gates - as this give the impression of a physical barrier - so is mis-leading. Call them what they are **Bus Lanes Only** - and use the term **BUS ONLY** on the paint on the ground.

2) Colour the Tarmac for these **BUS ONLY** areas a different colour - say **RED** and also illuminate them at night in the same way to avoid confusion.
Ideally put up some physical barriers to force traffic to the indented route.

3) The P&J reported that 12,735 warning notices were sent out over 10 days in August prior to charges being imposed. So this demonstrates that this is **not an experimental idea** as the council were now very aware prior to charging that they could make in **10 days a min. of 12,735 x £30 = £382,050**wowthis means we can make over **£1million a month** with just a bit of paint and some doubtful signage.

It must be like wining the lottery every month from now on.....

4) If it had been a true and honest experimental with the information in 3) above the council should have said **if there are this many people getting trapped - there must be something wrong with the layout** - and this is when the overall scheme should have been improved to reduce the number of drivers "caught in the council trap" - and only then do you start penalty charges to the **very few** that would abuse the system.

But the council decided to go for the ££££ revenue...so a bit dishonest there I would say.

5) Your chance to redeem your reputation - consider some of the ideas above and also the way these **traps** make people feel about Aberdeen ...you are just following what has happened before in other cities rather than being original.

It is not a nice experience being trapped by this system - so I hope you can see that:

Aberdeen = Bus Gates = Resentment = What is the point of visiting ???

6) The town is dying and has been for a while.
Union street or the "Ruin of Retail" used to be 3 4 or 5 people deep at times.
Not anymore.
Tumbleweed and the sound of a lonely bell springs to mind.
Bus gates do not help this situation.

Aberdeen already won the lottery with having the Oil & Gas industry on its doorstep for 50 years - but now with little or nothing to show for this wonderful opportunity that has passed us by again....& again. I supposed that Marischal College has been cleaned and we now have the A90 which means it is easier to avoid Aberdeen and maybe visit Edinburgh - where they don't charge for parking at weekends - forward thinking indeed.

7) Anyway best of luck with your Truncated Bus Lanes , Venus Fly Traps, or Bus Gates as you call them - as I have said **I will now only visit when absolutely necessary**, I will try where at all possible **not to spend in Aberdeen** or in anyway with the Aberdeen City Council unless absolutely necessary in the future. Overall that will save me far more than the £60 spend today.

Happy to discuss any of the above points with anyone - but I don't think you will

Regards



[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 17:08
To: TrafficManagement
Subject: bus gates

Hi,

My view are that the bus gates are stupid and impact on travel around Aberdeen and when people are speaking about the regeneration of Union st you cant access parts of it or shopping centres so easily, you've killed it more. If you wanted more traffic flow on Guild st there should be no buses stopping there when there is a bus station there. Why wasn't information sent to every household for consultation. Probably as you didn't want feedback, you just wanted to implement it.

Regards [REDACTED]
Sent from [Mail](#) for Windows

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 17:13
To: TrafficManagement
Subject: Aberdeen Bus gate objection

Good afternoon,

We are the letting agency in the centre of Aberdeen and it's hard to describe how much negative impact introducing of the bus gates had on us, our customers and staff. Driving to viewings, having customers and contractors to visit our office seems impossible without allowing extra time for the journey. There is not a day when we don't have to deal with delays when people are struggling to get to our office.

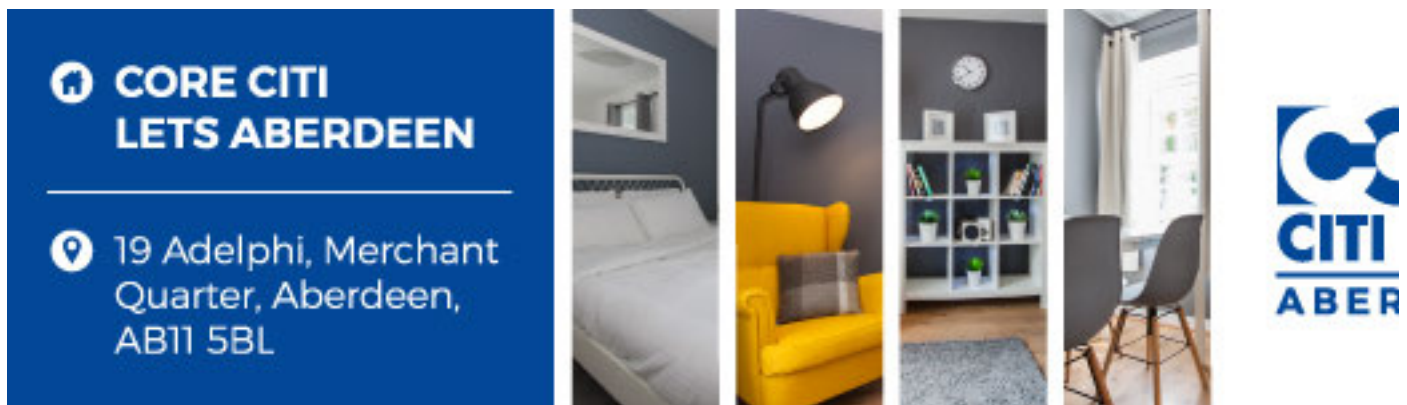
Because the city centre appears to be a ghost town now, it attracts certain groups of people who consume alcohol and other substances in the areas just off Union Street. I never felt unsafe in the city centre but now I am avoiding leaving the office on my own after dark. I also advise other female colleagues to do the same.

Because our office is at Adelphi, just before the bus gate, people tend to park here more frequently, blocking our way in and out. Each business in UK has had a very difficult past few years but since the introduction of the bus gates, the local businesses are struggling more than ever before. We see shops being closed one after the other. It's scary and sad to look at. If there is an option to remove or change the current bus gate system, please consider that for the sake of the businesses in Aberdeen city centre.

Kind Regards

[REDACTED]

[REDACTED]



CORE CITI LETS ABERDEEN

19 Adelphi, Merchant Quarter, Aberdeen, AB11 5BL

CITI ABER

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 17:28
To: TrafficManagement
Subject: Experimental Traffic Order/ Bus Gates in Aberdeen City

Good evening, I'm afraid I have zero positive feedback regarding the bus gates.

They've made me alter my journey to work longer therefore using more fuel.
They've caused me to be in an accident after a driver in front panicked about the signage of them thus slammed on their brakes.
They've negatively impacted trade at my local family-owned business with the majority of clients reporting they're worried to travel into town due to the introduction of them, don't know where is safe to go thus causing uncertainty.

Please remove them as soon as possible to try aid the recovery of the city centre.

Kind regards

Aberdeen lifelong resident.

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 23 January 2024 17:31
To: TrafficManagement
Subject: Bus Gate

I object to the use of these Traffic management measures.
My daily trips to the harbour for work purposes has now doubled in time traveling and due to the volume of traffic forced onto unsuitable roads is adding to pollution rather than helping.
These measures have decimated union street and have added to its decline. I consider this as another way of trying to pedestrianize union street in the bizarre belief that this will improve it?
To do a weekly shop now I have to drive out of town rather than circle the town to pay a carpark charge and still end up carrying bags of shopping a lot further than I can comfortably manage at my age.
Clearly the people forcing these measures do not live in the town but no doubt benefit from free council parking.

NOTE I have only just found out about this "consultation" due to its incredibly poor advertisement and notice to the grater majority of Aberdonians.

A major rethink is required

[Redacted]	 <p>Microsoft CERTIFIED Technology Specialist</p>	<p>Windows® Small Business Server 2008, Configuration</p>
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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 18:26
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT)
(EXPERIMENTAL) ORDER 202

This is killing the city for shopping. Public transport is an absolute joke. Here in Kingswells there are no buses at the weekend and the cost is far too expensive.

My family never go to the city center as there are nicer places in Westhill and the rest of Aberdeenshire.

Also why are taxis treated like public transport. Surely if my car has more than one person in it I should be allowed to use the so called bus lanes. The public should not be subsidizing private hire cars and city taxis.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 18:28
To: TrafficManagement
Subject: BUS Gates

Hi,

Mostly if I am going into town I walk as I stay in the city centre. On the odd occasion that I need to drive it's to drop elderly relations at the bus/train stations.

From the west end of Aberdeen i travel along the back roads when going to the station, along Justice Mill Lane onto Langstane Place, them Windmill Brae and onto Bridge Street. The very small Bus gate on Crown Street before Wapping Street seems utterly pointless. I can no longer go that way to drop people off in Trinity Street to go for the bus/train.

Instead I must go through Ferryhill and up College Street and onto Wapping Street that way. This journey is much longer and not as carbon neutral on the environment.

i think this gate on Bridge Street should be removed

Kind Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 18:31
To: TrafficManagement
Subject: Aberdeen bus gates

I would like to loudly object to the installation of the bus gates in Aberdeen without any consultation or thought for the local community.

By doing this you have made access to the city centre totally impossible and killed the shops on Union Street. It has totally KILLED Union Street and it is deserted all the time even in the lead up to Christmas you should hang your head in shame for this decision.

I have a lung disease which means I cant walk far at all and taking buses is just a nightmare.

Previously my husband would be able to drop me off or pick me up in Bridge street or Market Street this is no longer possible. My son used to travel up on the train and we would pick him up on one of the side streets of Guild Street in the evening again no longer possible.

How am I supposed to get a train as there is just no where nearby that I can be dropped off at?

I am unable to use the buses due to my health but it does seem that the bus timetables being on time seem to have been a major factor in your decision making. They are a commercial company and seem to be controlling our streets. The buses in Aberdeen are just far too expensive even if I could use them.

Accessibility of local residents is vital to the commercial viability of our city.

Currently we drive to Portlethen, Inverurie or Banchory to shop as they welcome people to spend their money there. We have even travelled to St Andrews to do Christmas shopping as they welcomed us.

The elections are fast approaching and the people of Aberdeen will share their options then loud and clear.

[REDACTED]

Sent from Samsung tablet.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 18:37
To: TrafficManagement
Subject: Bus Lanes

I strongly disagree with the bus lanes.

The city centre is very very quiet.
Businesses are closing.
Marks and Spencer is closing

This experiment has obviously failed and has not encouraged people into the city.

Our city centre is like a ghost town
It's very sad to see.

There might be additional money from fines but that will dry up when people get used to bus lanes.

Myself and my family have avoided the city centre as much as possible since the start of the gates.

A rethink is required

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 18:37
To: TrafficManagement
Subject: Objection to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Good evening,

Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

As a sight impaired city resident of the Adelphi, I write to add my objection to the above ETRO. I have consciously left my objection to the end of the consultation period to ensure that my objections represent a fair account of my lived experience as a local resident.

With that in mind, I raise objection to the continuation of this scheme for the following reasons:

- Since implementation of the scheme, and the consequent drop in road traffic and pedestrian footfall in the vicinity of the Adelphi, there has been a significant increase in antisocial behaviour in the area, most notably in the "tunnel" between Union Street and Adelphi, and in Adelphi Lane. As a sight-impaired resident living in the Adelphi, this has caused me to feel a significant danger to my safety, particularly during hours of darkness (which is not helped by persistent issues with street lighting in the Adelphi which I have complained about numerous times to no useful effect).
- Since implementation of the scheme, I have experienced numerous cases where the poor signposting and road markings related to the operation of the Bus Gate at the Market St. / Union St. junction have caused delivery drivers - particularly those who are part of the so-called "gig-economy" and use their own vehicles - to refuse to attempt delivery to my in the Adelphi, despite the Bus Gate still allowing access to Adelphi from Union Street. This places me at a significant disadvantage as I need to rely heavily on deliveries for day-to-day life, such as groceries and from online retailers.
- Due to the increase in antisocial behaviour in the immediate area (see my first point above), I no longer feel safe using the bus stops in the immediate vicinity of the Adelphi. This means that in order to access public transport in a way which is safe for me, with respect to my disability, I must now place myself at additional risk by walking to other nearby bus stops. This has in fact caused me to dramatically reduce the number of times I consider using public transport, leaving me in a position where I will now only go out when I know I will not need to travel by bus, or only where I will not be travelling alone.
- No changes have been made to any of the traffic controls for pedestrian crossings in the affected area. This, combined with the excessive (and growing) number of cases where the tactile safety device has failed, leads to extended wait times to cross roads which now have a reduced traffic volume. While the volume of traffic is low, it is still unsafe for a sight-impaired pedestrian to attempt to cross without the use of these pedestrian crossings, particularly given that the vehicles which do still use these routes are, by definition, larger vehicles. On a number of occasions while waiting at one of the pedestrian crossings in the area - while clearly using my white cane - I have had abuse from other pedestrians (some of which falls into the category of vitriolic abuse) for waiting for the crossing to clear.

As should be clear, the existing implementation of this ETRO is not fit-for-purpose, and leaves disabled people at a significant disadvantage to both their personal safety and their freedom of access to their properties and surrounding areas.

I have looked on your website, and I can find no mention of these - frankly obvious - impacts in any Equalities Impact Assessment taken in relation to this ETRO. Indeed, I cannot find *any* Equalities Impact Assessment in relation to this ETRO, and would therefore also object on the basis that you, and your elected members, have not properly accounted for either the Equalities Impact, nor taken due account of the Fairer Scotland Duty mandated by legislation.

I cannot therefore support this scheme continuing, and would ask that you closely take full account of the above objections when determining next steps.

--

Regards, 

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 18:41
To: TrafficManagement
Subject: Aberdeen Bus Gates

Hi

I feel as a life long resident of Aberdeenshire I need to voice my concerns & opposition to the city bus gates.

When I say I oppose I speak on behalf of my extended family, some who would not find the process to object easy.

Having all visited Aberdeen over the last few months and predominantly in December we are all flabbergasted to who would have actually passed such plans. They are not easy to follow, even for experienced drivers and as we are not familiar with the layout & to gain access to our son's flat we ended up covering unnecessary miles

Aberdeen City have achieved 2 things, one of frustration for drivers and secondly in killing the city centre even more.

Unfortunately we will choose not to visit Aberdeen city to shop, eat and to spend our money as the public transport we do have access to is overpriced & unreliable.

It's time that the Councillors pull their chairs in, bang their heads together and use good old common sense otherwise watch the city economy deteriorate even further which would be devastating for businesses.

As an Aberdeenshire resident I see the actions that have been taken by implementing the bus gate chaos as disappointing and a sad day for Aberdeen which is already looking run down & deserted We visited Aberdeen for an overnight stay last year and could not believe the undesirable atmosphere in the City Centre especially outside M&S Hopefully with enough resistance common sense can prevail and a complete review and overhaul of the bus gates is considered.

More buses less cars = less footfall = less spending and honestly you wonder how you can regenerate Union Street?

Yours sincerely

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 18:52
To: TrafficManagement
Subject: Aberdeen bus gates

I am writing to express my concerns about the new bus gates in Aberdeen. Aberdeen City Centre shops were already struggling and the implementation of bus gates will kill trade completely.

I, like many other Aberdeenshire residents no longer come into Aberdeen. It is difficult to get parked, we are scared we accidentally drive through bus gates and get a hefty fine! Public transport is so unreliable, with trains frequently cancelled and busses taking forever.

I know people who work in shops on Union Street/Huntly street and they have confirmed that the implementation of the bus gates has seriously affected footfall and business. I can't see Councils logic,- people stop coming to Aberdeen, businesses shut which leads to even more empty buildings which reduces Aberdeen City Councils income for rates. Bus gates aren't advantageous for anyone!

I hope for sake of the city centre and Aberdeen city businesses you reconsider the use of bus gates.

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 18:53
To: TrafficManagement
Subject: BUSGATE SHAMBLES IN ABERDEEN

I AM TOTALLY AGAINST THE NEW SYSTEM WHICH IS KILLING OFF ABERDEEN AS A SHOPPING DESTINATION, FOR PEOPLE WHO LIVE IN ABERDEEN AND ALSO FOR PEOPLE WHO LIVE IN ABERDEENSHIRE AND BEYOND

THE DEMISE OF UNION STREET IS AMPLE EVIDENCE THAT IF ABERDEEN IS NOT TO CLOSE FOR BUSINESS SOMETHING HAS TO BE DONE AND MAKING IT DIFFICULT, NEAR IMPOSSIBLE, TO MOVE AROUND FREELY AND WITH CONFIDENCE THAT YOU ARE NOT GOING TO BE FINED IS THE LAST THING THAT IS NEEDED.

THE BENEFICIARIES : WESTHILL, INVERURIE, BANCHORY, ELLON, STONEHAVEN ETC

THE LOSERS | : RETAILERS IN ABERDEEN, AND THE RESIDENTS WHO WILL SURELY VOTE OUT THIS COUNCIL AT THE NEXT OPPORTUNITY

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 19:04
To: TrafficManagement
Subject: Bus Gate Consultation

To whom it may concern

I wish to express my objection to the bus gates across Aberdeen city centre. At a time where local businesses need our support more than ever the bus gates will keep customers away from the city centre and seem to serve no purpose other than causing cost, confusion & clutter. I desperately hope they do not become a permanent fixture.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 23 January 2024 19:16
To: TrafficManagement
Subject: Traffic Management Plan

I strongly object to the current plan to impose bus gates in Aberdeen City Centre as well as the continued anti car plans for the city. Not everyone is mobile enough to just jump on a bus, some people can only be transported into town by car. The bus timetables and locations of the bus stops are very random. My local bus in particular now involves walking all the way from Market Street up to the first available bus stop across from the Music Hall. The city centre is now a dead, no go zone for people, it's demise has been an absolute disgrace and with the implementation of these traffic restrictions, no one wants to travel into the city centre anymore, I for one would rather drive out to Inverurie to shop where it is easy to park and there are plenty of local shops available.

I hope there is a total reversal of these plans, less restrictions on taking cars into town and an immediate plan put in place to revitalise the city centre.

Regards
[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 20:25
To: TrafficManagement
Subject: Bus gates and traffic feedback- Aberdeen city centre

Hi,

Just emailing regarding feedback for the bus gate in Aberdeen city centre. They absolutely need to be gone as soon as possible. Instead of encouraging and making it convenient for people to come into town you have made it extremely difficult to navigate . You should encourage everyone to come and also open union street for cars. Traffic is good and people can window shop and encourages people to come. Also maybe have incentive to have the car parks free certain days for people to use without paying for parking . Please remove the useless bus gates and get ride of the upcoming low fuel emissions law too, this will make the city even more of a ghost town.

Thank you

[REDACTED]

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 20:29
To: TrafficManagement
Subject: Feedback re bus gates

Hello

Feedback re bus gates

It is extremely difficult for rural Aberdeenshire residents to now come into city centre. You will understand that relying on buses is not an option due to cost and infrequency of the services.

These bus gates make it a longer journey to get to union square as now have to go to bridge of Dee then in via duthie park and into union square as before could go via denburn and in that way

You cannot drive down union street

There is a huge drive to prevent car owners accessing the city centre which is making Aberdeen unattractive to visit and giving people no choice but to shop online.

Not a good decision from Aberdeen city council

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 20:40
To: TrafficManagement
Subject: Re: Bus lanes

Thank you for responding.

I wish to suggest that bus lanes and/or gates are increasing the devastation and emptiness in Union Street. From driving in to the town once a week and spending time browsing/shopping/buying, for the last 30 years, I now wouldn't dream of driving in. The price of parking also takes the fun of a jaunt to the shops.

Regards,

[REDACTED] (Aberdonian).

Sent from my iPhone

> On 22 Jan 2024, at 11:08, TrafficManagement <[REDACTED]> wrote:

>

> Good morning

>

> Unfortunately, your e-mail has arrived without any content, can you please resend.

>

> Thanks

>

> Aberdeen City Council | Traffic Management and Road Safety |

> Operations and Protective Services | Operations Marischal College |

> Ground Floor North | Broad Street | Aberdeen | AB10 1AB

>

>

[REDACTED]

>

> -----Original Message-----

> From: [REDACTED] <[REDACTED]>

> Sent: Saturday, January 20, 2024 3:08 PM

> To: TrafficManagement <[REDACTED]>

> Subject: Bus lanes

>

>

> Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 20:49
To: TrafficManagement
Subject: Bus gates

I feel that with current bus gates in place Aberdeen City Council have killed the city centre.

I live in the countryside on the outskirts of Kintore so bus travel from here is not the easiest but now taking a car into town isn't either. As someone who isn't in town every week, i find it very confusing knowing what streets you can and can't use to get into the likes of union square or car parking in that area and takes longer to get to and from your destination.

Since the bus gates have been in operation - I have been in town less and this will continue with me taking my shopping to Inverurie and other out of town places.

I honestly think this whole idea should be re-thought!

Regards
[REDACTED]

Sent from [Outlook for iOS](#)

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 20:52
To: TrafficManagement
Subject: Bus lane objection

Since the bus gates have been introduced to the city, i am no longer going to visit Aberdeen as I know of so many people who have inadvertently landed in a bus lane and been fined. My mother is unable to travel by bus due to disability and previously I could have taken her into Aberdeen if she needed anything, but now I am scared that I can't find my way into the city centre without ending up in a bus lane. I feel sorry for the shop keepers in Aberdeen that no doubt will be the losers due to this ridiculous system. I hope it will be reconsidered before irreversible damage is done.

Kind regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 20:52
To: TrafficManagement
Subject: Bus gates

These are very poorly sign posted

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 20:56
To: TrafficManagement
Subject: Aberdeen Bus 'Gates'

Dear Sir/Madam,

Living in Aberdeenshire I have found less and less reasons to wish to travel into the city centre - closure of John Lewis as a focal shopping destination being a major deterrent. To then add to this the bus gates and further more the LETZ zone in the next few months will likely reduce our frequency further.

I found myself in the ridiculous situation of coming from the Rosemount area trying to get to Union Square, but having to go on a huge loop due to restrictions that normally I wouldn't have to make - thereby adding more pollution due to a lengthening journey.

Whilst for those in the city centre, the bus gates will have a little effect - as a previous city resident, I happily utilised the bus service when travelling to the shops.

However for the wider population this merely adds another reason to remain away.

Any marginal increase the promptness of buses, will surely be of less value than the reduction of footfall.

Kind regards

[REDACTED]

Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 21:00
To: TrafficManagement

Bus gates and general discouragement of drivers accessing the city.

The city centre was like a ghost town prior to your interference in this matter.

Those frequenting the city these days are drug addicts and a further motley crew of undesirables.

Emissions were nowhere near any unacceptable level of safety so that cannot be used as any kind of argument for your dubious cause.

Well done Aberdeen City Council. No upstanding member of the community wants to be anywhere near the mess you have made of this city. There is nothing, absolutely nothing, that would entice many of us to enter this city in its current state. Instead of going out of your way to make the town attractive and welcoming you are successfully pushing law abiding citizens further and further away from the unholy mess you have reduced this once beautiful and proud Scottish city to. You are an absolute disgrace. Forward thinking? You have no idea of what that is.

Wake up. Give yourselves a good shake. Make a difference for the better. I think it is beyond you. I think the city's downward spiral will continue unchecked. I think you, as a council, are unfit for purpose.

You should be hanging your heads in shame. You are not to be trusted with anything. You are completely unworthy. You are dangerous in your ignorance.

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 21:44
To: TrafficManagement
Subject: Bus Gate Consultation

Good evening,

I am writing in regards to the Bus Gate Consultation which closes today to share some general thoughts.

- It is not clear what problems the council were trying to solve by introducing bus gates, it is meant to be a traffic calming measure but it only seems to serve to dissuade people from coming into town at all, you can't have a huge point of interest (Union Square) and then make it more difficult to get to and expect people to continue coming into town to the same rate - I personally am much more likely to drive out of town now rather than visit town.
- The second goal I heard about was to try and encourage public transport usage but the public transport we have is shocking in the surrounding areas. I live in Bucksburn and it takes on average 45-50 minutes to take the bus into town, a taxi costs over £20 and a car journey takes around 12 minutes. The cheapest and most efficient way for me to get into town is to drive - if Aberdeen still has aspirations of being a major city well into the 21st century, then they really should be looking at expanding the public transport options to include things like better rail links, trams or underground systems.
 - Use cities like Glasgow, Manchester and Leeds as non-London examples of efficient public transport, all conveniently allowing competition and ease of entry to their taxiing side of public transport through Uber as well as having alternative transport methods such as trams, tubes and inter-city trains.
- Assuming the above options are too expensive for a council with the 7th most debt in the UK, then reducing the barrier to entry for the taxiing side of Aberdeen to encourage more taxi drivers into work would help, we're one of the only places that has a borderline exam to become a taxi driver when everywhere uses Uber and Google Maps anyway. Think about the points of interest in Aberdeen and where we want our people to be visiting regularly (Union Square, The Beach, Union Street, Union Terrace Gardens) and now compare how hard it is for people in Bridge of Don, Dyce, Bucksburn, Mastrick and more to get to those places, now compare it to what it would take in a car - none of these problems are solved by Bus Gates in the City Centre, all the Bus Gates do is force these people to go elsewhere rather than mess about in town.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 22:21
To: TrafficManagement
Subject: Bus Gates Consultation

I am writing to object to the current bus gate proposals and operations. It has only had a negative effect on the city centre. I own a business in the city centre reliant on people being in the city centre. Footfall in my business is undeniably down. Feedback from customers is that they find the bus gates confusing, they are too scared to come into town and they no longer know where they can and can't go. People have actually been phoning in to ask if I could deliver items because they were not willing to risk travelling. For those living in the shire there are now a number of other options such as Banchory and Inverurie which offer good alternative shopping and dining locations and people are selecting to go there rather than into the city centre.

What fails to be understood is that Aberdeen City Centre relies on people from the shire coming in as well as those within Aberdeen to keep businesses going. The public transport links to the shire remain poor resulting in people electing to drive. Now with these bus gates they are electing to drive to other places with no restrictions.

Union Square is doing well as a result of these changes but that is only further killing off the city centre.

Aberdeen City centre needs all the help it can get at the moment to regenerate. At the moment it is not a destination, there are hardly any people in the centre so why is the focus always on the pedestrian? The focus should be on getting people back into the city in every possible way. Once the centre is thriving again that is the time to look at restrictions such as this. The Council are failing the local population with all their decision making in relation to the city centre at the moment. I appreciate the other legislative pressures and climate change but in reality all that is happening is journeys are being displaced so whereas someone from Westhill might have driven into Aberdeen now they are just driving to Inverurie instead. The displacement of people is key to understanding that these changes are not actually achieving the purpose they are meant for. Emissions are still occurring just elsewhere, congestion might be down but that is because no one is coming into town. The buses and taxis will in due course be empty because there will be nothing for people to come into the centre for. You can not ignore the number of business closures.

Furthermore a lot of the changes and restrictions don't actually make sense, for example the no right turn from Union Terrace onto Schoolhill. What does that achieve and why is the road beyond Harriet Street closed?

There is also still a real problem with Deliveroo drivers who ignore all the rules and create dangerous situations.

The consultation does not also lend itself to easy responses. I think many people would have expected a survey which they can respond easily too, the fact people have to write their objections would I feel result in fewer people responding and therefore an unrepresentative outcome.

Please confirm that this objection has been received and will be considered.

Kind regards

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 22:38
To: TrafficManagement
Subject: Bus Gates

To whom it may concern,

Please take this email as my formal objection to the traffic management measures on certain roads in Aberdeen imposed by the 2023 Order referred to in the email subject line above.

It is having, and will continue to have, a catastrophic effect on the city centre and should not be made permanent.

Kind regards,

[REDACTED] Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 22:38
To: TrafficManagement
Subject: Objection to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Dear Sir/Madam,

I wish to have the following points noted as objections to the above order.

I lived out of Aberdeen on the north side of the city. Since the introduction of the bus gates and other restrictions, journeys which used to be relatively straightforward are now taking longer and are more complex. I would like to know why these bus gates and restrictions were introduced in this manner without any consultation? The city centre is not easily accessible, which must be affecting local businesses – I know that I am not coming into the centre of town now unless its absolutely necessary because I do not wish to get fined, and it is stressful having to remember where you are allowed to go.

Examples of this are

- Used to be able to travel up Schoolhill allowing access to Rosemount, HMT and the Loch Street Car park
- Travelling to the train station used to be via Virginia Street and guild street, now I have to take a longer route involving the mounthooly roundabout, spring garden, and accessing it from skene square and Woolmanhill, or St Machar Drive, Berryden Road and Skene Square.
- The bus gate on Bridge street appears to serve no purpose – why can traffic not come from Union Terrace onto Bridge street and then under the denburn or round to South College street ?
- Traffic in the virginia street / market street area is now heavily congested and made worse by the Union Street filter which people continually queue into the main road for, blocking a lane of traffic.

I can understand the rationale behind certain part of this – pedestrianisation of Union street for example which I'm sure would improve things for pedestrians if Union street were busy. But when you look at the entire scheme, there seems to be a lack of aligned thinking or consideration as to how traffic will flow. Other cities such as Edinburgh have successfully implemented schemes without affecting the city centre or bringing traffic to a standstill, why has Aberdeen not taken the same approach? A balance is needed between Cars, Buses and Pedestrians.

Bus transport in the North East of Scotland is neither cheap nor frequent, and doesn't get you to where you need to go. If I wanted to take a bus from Balmedie, I would need to get Stagecoach to Union Square, then onto a First Bus to continue my journey – neither of which is affordable or time efficient.

The have been thousands of comments on social media about these restrictions and how they have been implemented. I hope that someone in the council has been monitoring these and taking onboard the comments – the majority of people do not want them, they do not see the benefit and they are angry at the way this has been implemented. Furthermore, the underhand way in which you have gone about collecting feedback via this email has not been widely publicised. I have spoken to many people who were unaware of this and the closing date.

Sadly, I feel at the end of the day, none of this will make any difference because the public will be ignored and none of these restrictions will be lifted. But it has caused reputational damage to the council which I doubt will be reversible – the credibility of the current organisation is at an all time low and people have no confidence in the right thing being done for our City and its residents.

Kind regards

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 22:41
To: TrafficManagement
Subject: Experimental Traffic Order / Bus Gates in Aberdeen City Centre

I write to express my objection to the introduction of the bus gates in Aberdeen city centre.

These bus gates have not only made my journey worse, they are actually making me think twice of travelling anywhere near the city centre and, in my opinion, have been the final nail in the coffin for Aberdeen city.

People now have to go "all round the houses" to get from A to B, adding additional time to every journey and making journeys much longer which, in turn, is causing further harm to the environment etc.

Unfortunately, I see no improvement to buses running on time and as the cost of bus fares and car parking in the city centre continues to rise, and we see a sharp decline in shops due to there being less and less footfall, there is no appeal / incentive to travel into the city centre anymore as, sadly, it's just a ghost town. It's now more appealing to shop in another town or city like Dundee, Edinburgh or Glasgow.

The signage for the bus gates is also very poor and not very visible causing lots of confusion for locals, never mind visitors, especially the bus lane road marking on Bridge Street, from College Street.

Kind Regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 23:05
To: TrafficManagement
Subject: Bus Gates

The city centre business particularly at the north end of Union street and St Nicholas street areas are struggling, in fact many are now non existent. This is a serious problem for the city economy and I suspect the bus gates as installed and indeed, the partial Union Street closer, the Union Terrace right turning restriction and the confusing reroutings are discouraging driver from entering the city centre to shop.

Whilst appreciating the seriousness of global warming I imagine the closures and restrictions above represent a minuscule contribution to this matter and at this moment in time I believe these restrictions should be relinquished in an attempt to save the serious state of our city centre businesses, or lack of!

I am disabled and can't utilise public transport and sadly have now given up any attempt to access the city centre, in fact Union Street between Bridge Street and Market Street has been out of bounds to me for many years.

I would respectfully ask Aberdeen City Council to review their decision with regard to bus gates and reconsider opening Union Street to all traffic.

Kind Regards,

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 12:39
To: TrafficManagement
Subject: Bus Gates

The bus gates have been a disaster for Aberdeen City Centre, since they have been in place I have only ventured into town on 3 occasions to meet friends around the Christmas period. As a result I parked on the outskirts of the centre and walked to the venues, to my risk as it wasn't a pleasant experience.

I am now unable to reach Union Square from the North due to bus gates without detouring miles, therefore have also not shopped or had a meal in Union Square.

Previously Union Square was our go to place for shopping a meal then cinema, but we have now changed our plans and dine in the shire and also go shopping there, for specific shopping we shop in other cities as Aberdeen has no suitable clothing retail outlets. The city centre is not an attractive option due to difficulty navigating even getting to the parking lots have a high risk of a costly fine or a police matter and just not worth it. Abolish them and people may start thinking of supporting the city but until then it will remain a ghost town.

Regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 24 January 2024 10:51
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Hello,

I wish to make the following comment on the latest bus gates and traffic management restrictions.

The regressive traffic management order is progressively destroying the commercial centre of Aberdeen this is now evident in the Trinity, Bon Accord and St Nicholas shopping centres vacant units. Foot fall is reducing and people who would want to travel by car into Aberdeen city are put off by the prospect of bus gate fines. Surely ACC should be encouraging footfall by whatever means necessary. We now have the news that M&S are now closing their St Nicholas flag ship store and relocating everything into Union Sq again the inconvenience of walking from Union St Union Sq puts people off again. I work in Aberdeen City Centre and I have seen the steady decline of a once vibrant city centre. The further introduction of an LEZ will exacerbate the decline.

Please stop this and encourage people to travel into the city.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From:

Sent:

[REDACTED] <[REDACTED]>
24 January 2024 22:23

To:

[REDACTED] TrafficManagement

Subject:

Re: Bus gates

On Wed, 24 Jan 2024 at 22:18, [REDACTED] <[REDACTED]> wrote:

I am writing to voice my opinion on the effect of the bus gates on the ease of passage through our city and the detrimental effects it is having on the city centre and businesses that are already struggling

Accessing areas of importance is not easy for local people and having had family up for Christmas it is not easily marked or obvious of alternative routes

I actually cannot see any benefit of these gates other than limiting entry to an already sad city centre and lining the councils pockets with £30

Please re think

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 25 January 2024 13:46
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

Hello,

I believe you are seeking feedback on the experimental traffic management order (or 'bus gates' as it is known informally).

I live near Banchory and used to shop in Aberdeen frequently. However, prior to Christmas, I inadvertently drove into a bus gate area and received a fine. Apart from a sign on the North Deeside Road saying that bus gates were in operation, there was no clear information about what bus gates actually are or where they are located. I'm afraid the negative experience of receiving a fine meant I did no further Christmas shopping in Aberdeen. Neither did I go into Aberdeen for the January sales.

I did have to go into Aberdeen last week and ended up taking a convoluted drive round where I thought the bus gates were so I could avoid a further fine. My drive was longer and likely produced more emissions.

At a time when Aberdeen city is losing retailers at a greater rate than other Scottish cities, I would imagine that drawing in consumers from surrounding areas would be a high priority for any Council. Instead, the confusing and unnecessary bus gate experiment has made 'a trip to the City' unappealing and stressful.

In my mind, I would rather pay £2/3 in shipping to an online retailer than risk a £25/30 fine. I didn't always feel that way, but I do since the introduction of the bus gates. And I'm not alone.

Your Shire friend,

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 25 January 2024 15:10
To: TrafficManagement
Subject: Traffic order/ Bus gates

I would like to comment on the experimental controls put in place by your council. They are proving to be a rather restrictive and create more havoc than the proposed improvements they are obviously trying to achieve. I came into town the first time in ages from King Street onto Union Street to drop my son to the bus station. Coming down Union Street thinking I would go down, as usual Market Street to realise that I had gone too far once passed the notice at the Adelphi, where exactly to you propose I turn off once I realised that I had come onto Union Street to this notice? It is pathetic as you have essentially made the entry to Union Street heading to either Union Square or The harbour via this route a dead end!. It really is not clear where you can get access. It will create bottle neck areas in smaller streets. Visitors to the town will have an absolute nightmare trying to navigate their way round or accessing the city, especially in light of the disaster of the town city and its demise to an almost third world country status!. We should be attracting visitors rather than making it a challenge for them to enter the city. There seems as usual very little thought to the strategy required to achieve the objectives to make the town centre a more attractive and safer place. Broad Street; Dead End. Bridge Street; Dead End you guys really need to get you thinking caps on and look at alternatives to these poor offerings.

Yours Sincerely

[REDACTED]
[REDACTED]

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Coutts Mennie House, Howlands, Aberdeen AB23 8UL

Office: 07801259848 | Email: [REDACTED]

www.couttsmennie.com



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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 27 January 2024 02:32
To: TrafficManagement
Subject: Objection to bus gates
Attachments: IMG_20231003_120530.jpg

You have made Aberdeen City Centre inaccessible to citizens by car and especially for disabled people with the mess of bus gates that have been inflicted on us. The system is completely illogical to navigate and how are visitors meant to cope with this spider's web of traps.

It is a nightmare to navigate anywhere down by Guild Street and the harbour now. People are terrified to go anywhere near the area and shops are losing trade by the minute. So much for regeneration. You move all the desirable shops down to Union Square and now you wonder why Union Street is a ghost town. There is nothing there for locals or tourists. What is left in the city centre worth taking a car anywhere near it.

I along with hundreds of others just do not bother to go into the city centre for anything now, you are forcing people to go on line and buy stuff. Hundreds of little white vans are rushing everywhere delivering Amazon goodies which is actually defeating the object of cutting down on pollution. When you go to the likes of Dundee and Glasgow there is nothing like these restrictions in operation you are slowly strangling the life out of the city. No point in waiting for a bus as they never come on time if they come at all. Most often than not as I have been caught out so many times.

And you seem to be obsessed with bikes - when was the last time you saw those white and red bikes going down Union Street they lie in piles at street corners. No one in their right mind would travel on a bike in this city apart from the danger element you are getting poisoned by disgusting fumes. Clean and green nonsense you are more likely to end up with a respiratory problem as well as taking your life in your hands.

Sad to say the city planners that have inflicted these unnecessary traffic measures that have done nothing but stop people accessing all areas of the city north and south should hang their heads.

I can remember a Union Street where you had to step off the pavement to get past people outside Boots and Woolies they were three rows deep not any more. No wonder people don't vote any more you don't listen so what is the point?

You closed all the libraries to save money and you are now employing two investigators at £160,000 to find out what happened to the missing Art Gallery stuff. It was lost on your watch through not proper procedures being implemented did any heads roll over it - no it all gets swept under the carpet. What about the guy who has been stealing up to a million pounds for years - where were your auditors - asleep. This council is an utter disgrace.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 27 January 2024 17:44
To: TrafficManagement
Subject: Comments on Aberdeen Centre temp bus gates etc

I have moved out of AB10 post code within the last 2 weeks, to Aberdeenshire. Various factors contributed to this decision but the demise of Aberdeen City Centre and the ludicrous decisions to make travelling by car as difficult as possible played a large part.

There really is no logic to the present routing of cars to travel within the vicinity of the city centre. The outcome is that cars are now using roads which add lengthy times onto journeys, often are jammed as they were never considered to be main routes, this therefore results in pollution (start/stop, in efficient slow speeds etc).

I feel that the people coming up with these drastic plans, must not actually work or live within the impacted areas. On paper some of this may look like a good idea to meet a certain agenda but the full impact on the city centre is obviously not assessed properly or monitored.

The road situation is very much hindering the city centre in terms of residents, shops and footfall. If the plan is to continue to kill the centre then you are doing a very good job.

You must reconsider these knee jerk actions and allow people to easily travel to Aberdeen to work, rest and plan and contribute to the economy.

Public transport (buses / trains) and bikes are not the answer as these are inadequate.

Regards
[REDACTED]

[Redacted]

From: [Redacted]
Sent: 29 January 2024 10:47
To: TrafficManagement
Subject: Anonymous Objection
Attachments: Scanned from a Xerox multifunction device.pdf; Scanned from a Xerox multifunction device.pdf

Please find attached a scanned letter received by post with no contact details.



[Redacted]

[Redacted]

Subject:

Bus Gates Consultation

OBJECTION

19/1/24

A very concerned residents' notes and observations re. Bus Gates and related matters :-

Very disappointing to see ACC install and advocate the use of Bus gates in Aberdeen, alongside LEZ or ULEZ, and other traffic congestion management, and market this as necessary or a positive thing.! It in fact fails to be necessary and fails on every level of its supposed benefit. It also connects with a wider agenda that is difficult to separate from this matter.

What this and other related schemes actually do is simply create unnecessary obstacles and access restrictions, without providing any of the perceived benefits they suggest at inception, and at a time when Aberdeen City centre desperately needs access to be encouraged. Cars and traffic are not the problem in Aberdeen. They in fact provide a vital means to connect for people that is otherwise not there, this now becoming very clear by the adoption of such schemes, which is now restricting or removing necessary freedom of movement in our society. The proliferation of 20 mph streets is also noticeable, but in whole swathes of areas that do not need them, why.?

The historic lack of public money invested in the Aberdeen City infrastructure, including roads and pavements, for the benefit of the community and business, is very clearly the problem, yet money can be found for these surveillance and travel restriction schemes when it could not be found to maintain the cities infrastructure for decades . Aberdeen has become a discouraging place to visit and is now increasingly a hub for homeless ?, drug abusers and increased crime. The awful truth is that Aberdeen City centre has been allowed to deteriorate and should be a jewel in the Northeast' cultural heritage, encouraging those from the city, Shire and beyond to visit and enjoy our heritage and culture. Our Forebears who designed the city showed clear foresight in its investment and layout for the people of the city, something that would frowned upon now with despair if they could see the state of our city centre now.! Union Terrace Gardens does not compensate.

Electric cars and so called 'public' transport (private profit-making organisations at the expense of public funds) are not the solution. Whilst a basic service is needed, they offer a poor overpriced service and cause much greater pollution per head, as if pollution is a problem, which it is not. Persons cannot visit retailers and then carry home their purchases in a bus or walk the streets with goods. ACC seem happy to follow the impetus and movement seen throughout the rest of the country to share unnecessary restrictions on social freedoms drawn down from the UN Charter and based on an ESG agenda (Aberdeen 2030 plan!). Aberdeen does not need , nor should adopt such overreaching policies that do not serve the purpose they are being sold under. The introduction of surveillance everywhere (on all transport routes within and out with the city centre) is concerning, and follows blindly the ridiculous polices adopted elsewhere in the country's cities, driven it seems, by the ethos of the Scottish Government, a UN agenda, WEF, etc... (Why is almost every arterial route into or out with the city now festooned with a globe style surveillance camera, it's not for traffic management or safety, so what's next with the use of these camera's and why are they there,? What information are they recording, and where was the consultation in the use of precious and finite public funds to install these.?)

Union Street desperately needs regenerated, and this has been the case for decades. These policies are being marketed and sold as being necessary and beneficial. This is unjustified, whereas real investment, where it's needed, has never been forthcoming. Residents and taxpayers continue to pay for more and more and get less and less, now we are being penalised for living, visiting, and working in our own City by unaccountable surveillance and what amounts to travel restrictions and freedom of movement. This cannot be 'for our safety' and wellbeing. If so, where are the Police, in dealing with actual, tangible crime and safety issues that the public can see all around us in our city. It is clear that the lack of investment in the city has led to a running down of the infrastructure that has in turn encouraged the increase in crime and degradation of society in what was a vibrant, safe, pleasant place to visit, meet, work and shop in. There is no culture left in the city centre and this is directly impacted by, and further attributable to, these polices. The adoption of these new Bus Gates and other polices is the polar opposite of what

is needed and should be reversed. Retail has shown its position by moving out or closing down, further impacting on the degradation.

Dundee has not benefitted from oil revenue and the benefits that Aberdeen has had, but their attitude to development and investment in their city eclipses Aberdeen.

Aberdeen does not have an air pollution nor traffic congestion problem. It has a lack of investment in traffic-based infrastructure, good roads, good car parks, easy access etc.. Where is the evidence to justify the spending of the public funds on these schemes without prior consultation.? Aberdeen city desperately needs to encourage people into the city. Above all it needs to be practical and enjoyable. People need to be able to carry passengers, the elderly, and be able to buy things they can transport home in their car, while its raining, windy, and snowing.... Businesses need to be accessed by workers, businesses need to be encouraged into the city, and visitors unimpeded. All of which will bring prosperity to the area, not excluded. The ideology muted now is based upon a spurious climate and control-based ethos seemingly propagated by the Scottish government and beyond. These do not reflect reality and Aberdeen is clearly just following this path to demonstrate its adherence to this.

Why is it acceptable and justified to spend taxpayer's money on all the cameras and surveillance and infrastructure to implement these policies , such as bus gates, but then close Libraries and other essential public services because no one can access them. The elderly in particular are badly let down by the city taking away their essential options for wellbeing. The very public who have generated the tax pounds that ACC are spending , the public who pay Council Tax because they invested in the city by buying homes in the city to live and work here, now being penalised for this. This was all to enable a vibrant city. Why have ACC spent all this money implementing a scheme before it's been fully consulted and agreed, as being beneficial or necessary.? This simply suggests a disconnect and disregard for Aberdeen City residents, taxpayers, businesses, and users.

Similarly, this policy, along with that of the 2030 transport plan, has only theoretically been offered for consultation to the public. These policies have not been fully marketed, publicised, debated and challenged before being considered for implementation. It is not acceptable to place a link on Facebook, that few will see, and treat that as a consultation.! It seems ACC are clearly committing to and implementing these schemes regardless of any perceived 'consultation'.!

The bus gates don't work, only hinder, are completely unnecessary, and frustrate what is already a difficult City to navigate. They are also completely unnecessary on the basis of their need as suggested by ACC, sadly it seems to be a copycat adoption of policies from a bigger agenda. The people who pay the taxes and live in the city should come first. There is no air pollution or congestion problem to justify these in Aberdeen. If there is, publish the unequivocal evidence and analysis that has been carried to out demonstrate this. A clear cost / benefit analysis and due diligence, including the negative impact of Bus Gates, should be made public for review and debate.

I sincerely hope that those in the position of making such decisions are not influenced by a popular agenda and act sincerely in the best interests of the tax paying residents who live here. The bus gates must be removed and the 2030 transport plan must be fully exposed to the entire Aberdeen public for scrutiny.

Regards,

Concerned Aberdeen City Resident.

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 06 February 2024 13:56
To: TrafficManagement
Subject: Bus Gates

To whom it may concern.

Who thought up this idea, post oil boom Aberdeen finds itself looking to encourage transit through and to locations within Aberdeen, and predominantly this is with personal vehicles, which in themselves become greener with each passing year. So why restrict movement of the masses in a city which is on its knees, create free parking outside union square, encourage lower lease rates on union street. Drive access and move pedestrian movement to the adjacent and through union street. I now know of three friends and colleagues who have returned to Aberdeen after working abroad only last week and all have been caught by the 'Bus Gates' . These are local people bringing money back into Aberdeen and with an aging retiring population this small example is going to increase disproportionately, what you have effectively done is create a fear of driving in Aberdeen to those that would pop into Aberdeen to meet friends, go for coffee, purchase an impulse buy, I cannot believe that the Aberdeen hospitality team, and the roads team got together on this and thought it was a good idea. I was born in Aberdeen lived here most of my life and it's sad to see how common sense has been replaced with what appears to be a complete lack of empathy, and joint up thinking. Now belief in others tells me somewhere there has been collaboration across council departments, there may even be a study looking at the benefits, and yes when Aberdeen was booming traffic measures would have been welcomed, but now we have a bypass, empty shops, or shops filled by charity groups, betting houses, or pop ups!

Encourage people coming to Aberdeen build a shopping zone from union square to the theatre, open up parking, don't restrict movement of the masses and persecute those that remain loyal to Aberdeen. I just read 5000 signatures in an article and you still went ahead. This is not Edinburgh, there you accommodate inconvenience because of what's on offer, here we have to encourage convenience in hope that it will encourage prosperity. Increasing what's on offer.

Why did I write this because, because I'm saddened that Aberdeen will in time become Tulsa and it could have been so very different

Your sincerely

[REDACTED]

Sent from [Outlook for iOS](#)

From: [REDACTED] <[REDACTED]>
Sent: 04 March 2024 16:54
To: TrafficManagement
Subject: Formal Objection to Bus Lanes

I am emailing to formally object to the Bus Lanes introduced this year. They are making life a nightmare for any driver wanting to enter the city centre. They are destroying the trades for shops locally. Why on earth they were introduced in the first place is a mystery. Was it done to intentionally annoy anyone and everyone who wants to enter Aberdeen City Centre! Make the u turn now before you have protests on the streets.

[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]



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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 August 2023 09:17
To: TrafficManagement
Subject: Bus gate

Dear Sir/ Madam,
I am writing to object to the bus gates in Aberdeen city.

I run a small family business, and customers are finding VERY difficult to get to us. We have been in the same premises for 30years, and since the introduction of the bus gates and road works sales have fallen dramatically. With these in place, you're pushing everyone further away from the town centre, and will buy online. You are not encouraging people to take the bus...Can you imagine going shopping on a bus with 20 bags of shopping and 2 kids? Never going to happen I'm afraid.

You've spoken about bringing Union Street back, but this is another nail in the coffin for businesses.

Drop this idea straight away to save the town centre and the little shops left before they go under.

Best regards

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 15 December 2023 13:49
To: TrafficManagement
Subject: Traffic Management Bus Gates objection

Hi,

Just wanted to convey the message we consistently get from our customers on a daily basis, about how detrimental the road restrictions in the city are, particularly new bus gates, as our customers are reiterating their unwillingness to shop in town because of restrictions.

Whilst I appreciate these are to increase reliance on public transport, it just doesn't work for a city with so many rural towns around as the bus network is not extensive or reliable enough to convince people to use it. Our customers do not want to drive to a park and ride, then have to wait on slow public transport to get them in and out of town, much preferring to come straight to the city. The bus gates have also impacted our customers with mobility issues, the city centre needs to more accessible for everyone.

Previous concerns raised at the last BID meetings have not been heeded, re clearer signage instead of just "new bus gate in operation" on city peripheries. There needs to be clearer communication about the locations of the bus gates and what their purpose is as nobody knows what they are trying to achieve.

Our customers perception is that they would rather avoid Aberdeen city centre in its entirety and instead travel a considerable distance to other Scottish towns/cities to do their shopping.

Thank you for listening,
Kind regards,

[REDACTED]

Regards,

ABERDEEN
ABERDEEN BRANCH MANAGER

[REDACTED]

slater
MENSWEAR

50
1975
2023
Years

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 10 January 2024 21:47
To: TrafficManagement
Subject: Feedback on Bus Gates
Attachments: Screenshot_20231104_170955_Shopify.jpg

Hello,

I understand that the council are open for feedback on the bus gate measures put in place.

I'm the owner of Style for your Shape based at 2 Schoolhill Aberdeen. The shop has been open since July 2022 and the business was going from strength to strength.

In September & October there was a steady decline and then drastic drop in footfall to the city centre and to our store. Our sales plummeted and upon speaking to several other local businesses in the area its being felt all round. Our early Nov sales were also behind last year by 30%.

I've attached a graph representing our sales from May-Nov 2023 and its represented in the blue line. The dotted line is from same period last year.

I recently did a survey with my customers as to any reasons why they are being put off coming into city centre. Overwhelmingly the response was due to the bus gates and second after that was the expensive parking, followed by the exit of John Lewis and other stores.

As someone who lives in the city centre I am used to the bus gates, but those who aren't always in the city aren't familiar with it and it's putting people off. You can see the timing of the bus gates vs the drop in sales. I know there are other factors at play, but I need to feed this back to yourselves and have already given feedback to Aberdeen Inspired. The lack of clear comms at the time has scared people away from the centre and its evident from any posts on social media that it's been a significant factor in the reduced numbers shopping in town, which had already been impacted since the loss of John Lewis & Debenhams.

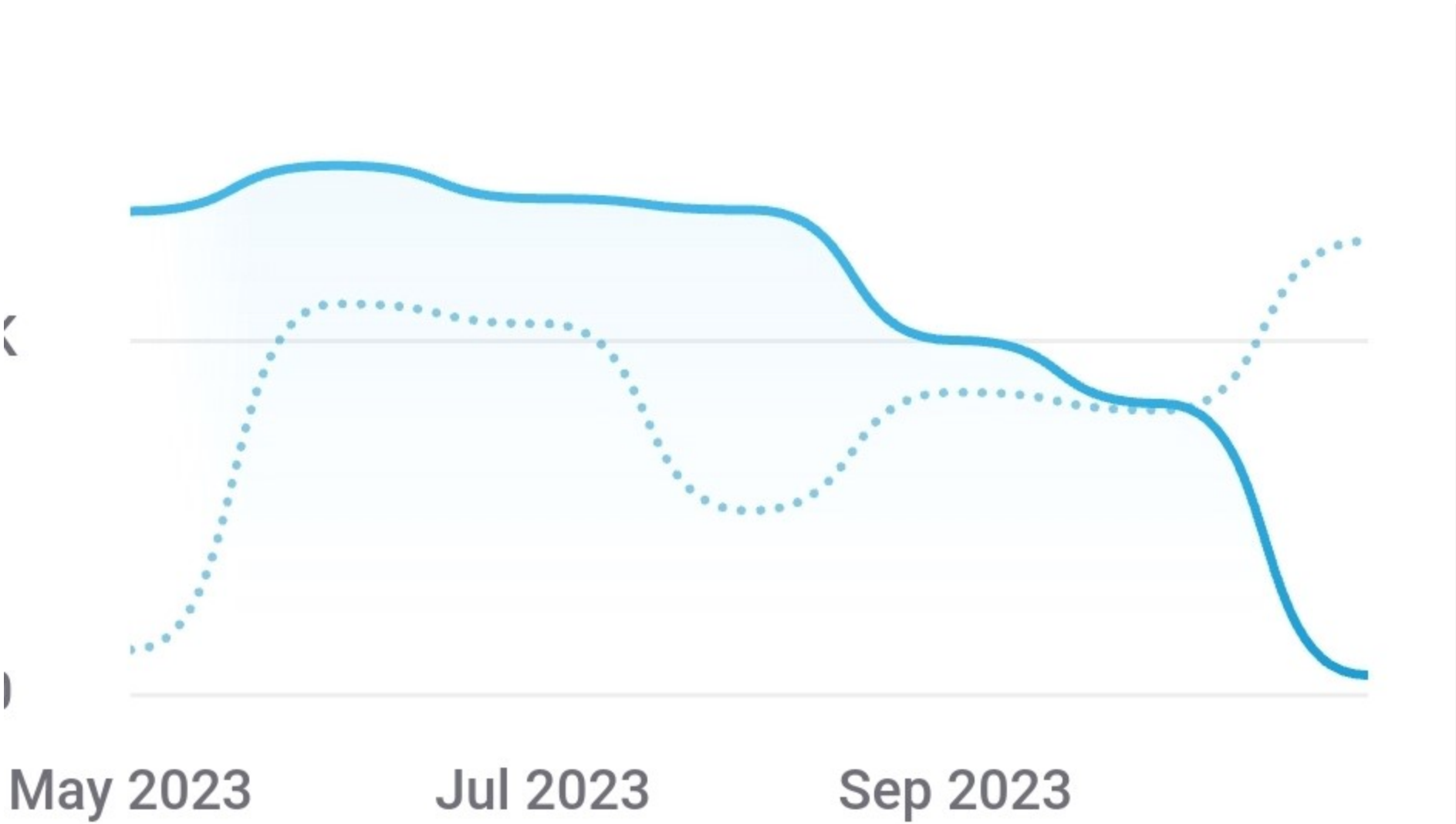
Recent incentives have been announced for other cities who are offering free parking in city centre locations (this was in run up to Christmas). I've since seen information on free bus travel at weekends in January.

The continuous 10 week period of loss making when it is usually a steady busy period has really hit the business hard and I'm unsure how long Style for your Shape and other business will be able to survive. Just this week we have seen the announcement about Haigs no longer making profit to run their premises at Schoolhill. Once our lease is up in Jan 2025, it's highly likely I will need to exit the city centre as customers aren't travelling as frequently into town.

I'd be happy to meet up and have a discussion over some of these topics in person too.

Thanks

[REDACTED]



[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 12 January 2024 16:11
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

I'm not even sure why I am wasting my time writing this - as it looks like the civil servants who run the council have already decided what is going to happen to this once beautiful city. They are intent on killing the city centre completely.

Since the re-introduction of the "bus gates" we have seen a shocking decrease in footfall. So worrying is the decrease in footfall - I can not see our business surviving in it's current format, for another year. Yesterday - we estimate we had as little as 10 customers in the shop all day! This is a disaster for us. The months of September through to February are the months that create the profits to keep us going all year. This year - that hasn't happened.

I feel subjecting us to an "Experiment" after getting through what is easily described as the most difficult time for retailers - is just cruel. Do you seriously want to kill off all remaining retail on Union Street? If so - you are doing a great job.

How do our customers from the North of the city get to the closest car park to us which is the NCP Shiprow car park? (Yes I know - a three mile detour!). Utter nonsense.

Everything you are doing seems to be for the benefit of First Bus and Union Square - intentionally taking traffic and ultimately footfall and pushing it down to Union Square. This totally stinks of corruption, I am not surprised that there is such little respect for the civil servants who seem to be intent on ruining this once beautiful city.

Union Street is a mess - we have seen dramatic changes since Teso moved in next door. Beggars, drug dealing, underage drinking, vaping, general anti social behaviour everywhere we look. Never a day goes by without the police having to attend. Staff being scared to leave the shop at certain times - due to well "know characters" in the area. The pavement is filthy with gum - and embarrassingly dirty over weekends.

Our end of Union Street is feeling like a dead end - you have effectively made the east end of Union Street a bus gate, scaring off customers and trapping drivers who are not local to Aberdeen.

I hear First Bus figures are up - well please take it from us - FOOTFALL is well down!

How are locally owned companies going to be compensated if your Experiment fails?

[REDACTED]

For and behalf of Annie Mo's Ltd



[REDACTED] || [REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 13 January 2024 11:22
To: TrafficManagement
Subject: Aberdeen City Traffic Route Complaint

Good morning,

I am writing to you to express my major concern regarding the recent road routes and bus gates within Aberdeen City Centre and the purpose of this email is to encourage the council to rewind on the damage which is already becoming apparent.

I personally require my car for work as I need to attend sites throughout my day which can be miles out of Aberdeen, therefore other modes of transport are not possible. However I would be open to using the bus on weekends if it were to be cost effective.

Since the bus gates and part closure of union street to cars I have had to change my route to and from work. This has resulted in a longer driving time and more mileage on the car i.e going against what your efforts are of reducing pollution. This extra 10 minutes on what used to just be a 10 minute journey has meant I no longer get to my gym class and have had to cancel due to frustration of always having to rush to get there.

Unfortunately the common conversation at the moment in my workplace is that people don't bother to go in to town because they don't want to risk a ticket which is extremely concerning considering these are local aberdonians who you'd think would be completely comfortable driving in the centre of their hometown. This to me confirms it must be even harder for visitors navigating their way round and just so uninviting and unpleasant which it shouldn't have to be. For example if my extended family now visit from the Scottish borders I would opt to drive them around to ensure they don't get unnecessarily fined!!!! (good, working people visiting Aberdeen, trying to see the place and happy to spend money, being put off entirely by a high chance of being fined). There's TOO many restrictions and it's damn right robbery in my opinion. We're already being charged to park outside our own house! (Another reason for people to move out of town). If this becomes a trend this will be doing worse for the environment!

The routes are pushing cars away from the city centre parking and in turn people are deciding to instead shop online or visit towns out of Aberdeen (who can blame them?). This frustrates me greatly as my family have a business on Union Street (Annie Mo's) of which they own the property. It has been a totally stressful time maintaining hope over what have been a bad few years in retail. My sister whom works full time for the business tells me of the decline in footfall and unpleasant characters (older males taking money from children to buy them vapes etc. (assuming keeping the change!) hanging around outside, ambulances coming for the same suspects overdosing almost daily, known drug deals (All of which has been reported to the police and council - however police say it's a council matter, council say it's a police matter and nothing seeming to get done about it). However keeping to the topic of the transport we both think since cars are not going past and the footfall decline of people getting in to the centre to go shopping it's having a more and more dangerous feel and shoppers feel almost in the minority against people hanging around which is a major turn off. (Most people coming in to the shop are commenting and are in agreement with my comments above).

From a business perspective obviously we need deliveries. There is no rear access to our building so the only way is the front door. The business is struggling as it is, so deliveries within a certain window is simply unaffordable for the business to pay for. We obviously cannot dictate an external courier to when they can deliver - coming up from down south they'll arrive when they arrive. If they have to stick to certain windows that'll again cost even more to the company, by double handling every delivery from the warehouse again which it cannot afford. I've had naive comments in the past where people assume because my mum owns a company she must be 'well off' - personally for the stress she's had to endure I wish she was. No nice cars or big houses, no summer holidays to show for 30 years in business just the pressure and stress of keeping a long standing business afloat. No help given during covid or with business rates. It's little wonder there's so many empty units because it's just not worth the stress.

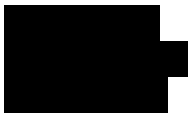
Then we look at cycle lanes? How will that work with deliveries and the danger of that? That's something that will need thought out, as surely can't be a repeat of the beach. (Passenger door opening on to cycle lane).

To summarise if the council were serious about clean air they'd be looking at the harbour rather than putting cars on loops of Aberdeen. All that's happening is a knock on effect and a bigger incentive than ever for people to support your chain retail parks, drive through McDonald's, amazon deliveries etc.

Changing topic, are you able to confirm when plans for relaying the cobbles in Carnegies brae will be happening? Is there anything preventing this being done before the completion of the new market or will it be done later in the programme? Or is it ever going to be done? Already established businesses 'The Tunnels' on Carnegies Brae and presumably Unit 51 too, are two operating businesses facing challenges of trip hazards on their doorstep. I think redoing this would be of huge benefit to the safety of nightclub users.

Generally I don't have a major issue with the very central part of union street being closed to cars but open to busses and taxis but everywhere else should have the restrictions done away with. Busses should not be allowed to stop outside The Tivoli as this was the main issue with tailbacks that started this problem in the first place. The road was not purpose made for more than one bus to be stopped there at any one time.

Appreciate an acknowledgment of this email and look forward to response in due course.



Sent from my iPhone

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 14:18
To: TrafficManagement
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023 - Objection

Hello,

I write in response to the above experimental order.

I live in the city centre. I am a personal proponent of walking and cycling but this is not suitable for all people, at all times. I do have to and choose to traverse the city by car on occasion. In a free society people should be able to choose their method of transport.

I run a legal consultancy in the city centre which has personnel who travel in from countryside locations in the shire and also have caring responsibilities, the combination of which require car transport.

I have concerns that ACC is using a legal framework which expends tax payer funds on 'acting now, checking it is ok later'.

This aside, the bus gates / lanes are choking off many city centre routes and access points. I find it near impossible to drive from east back to west, having to do much additional mileage to circumnavigate. The route videos published by ACC on various platforms are subject to the derision they deserve. Given that the LEZ has been implemented to apparently reduce emissions, this all seems to be at odds.

One might conclude that ACC is intent on turning the city centre into even more of a ghost town than it already is.

Kindest regards

[REDACTED]

[REDACTED]

Director / Principal Consultant



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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 18 January 2024 18:12
To: TrafficManagement
Subject: Bus gates

As a business in town that is Finnies we feel the bus gates are especially preventing the older generation as well as all other potential customers from coming into the city centre. Please get rid of them they are assisting in destroying our city centre. Many thanks. [REDACTED].

Kind regards

[REDACTED]

[REDACTED]

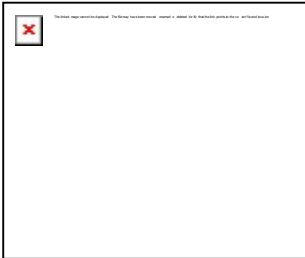
Email: [REDACTED]

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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 09:09
To: TrafficManagement
Subject: FW: Objection to Traffic Management Order

Good morning

I would like file my objection to the traffic management experimental order 2023 as I believe the new roads management set up will have a negative impact on our futures business.

My main issues are as follows;

- The overall communication of this experimental order to businesses and the general public has been very poor, and caused a lot of confusion
- Access to the hotel is very difficult for guests that do not know the area, and we are receiving a lot of negative feedback from our guests, especially those coming from north of the city
- The signage was initially very poor, and although this has been slightly improved, visitors to the city are struggling to see the signs until it is too late
- Accommodation guests, events and meetings are looking at out of the city venues rather than the Aberdeen Douglas Hotel for future events as access is deemed to be difficult
- This will potentially cripple an already under pressure city centre retail market, especially Union Street
- People will not automatically move to public transport, and cars should still have better access to the city centre, and businesses within the city
- The hotel is investing heavily within Shiprow Village, trying to promote and improve the area, and these restrictions are making it more difficult to secure the trade professionals that we need to complete works with some unwilling to come into the city centre, and this is before the LEZ comes in from June 2024

These are my thoughts, and opinions of some of our guests on behalf of our business.

Regards

[REDACTED]

[REDACTED]



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[Redacted]

From: [Redacted] <[Redacted]>
Sent: 19 January 2024 15:01
To: TrafficManagement
Cc: [Redacted]
Subject: Feedback on Road Layout Proposal - Aberdeen
Attachments: Aberdeen Council Objection to Bus Gate 180124.pdf

Please find attached a letter in response to the planned road layout change including the bus gate in Aberdeen.

We look forward to receiving a response in due course.

Kind Regards,

[Redacted]

[Redacted]

[Redacted]
E [Redacted]

Q-Park is a registered company – No. 1721817. Registered UK office; 1 East Parade, Leeds, LS1 2AD



Q-Park Ltd.
1 East Parade
Leeds
West Yorkshire
LS1 2AD

Transport Strategy & Programmes
Aberdeen City Council
Ground Floor North
Marischal College
Broad Street,
Aberdeen
AB10 1AB

18/01/2024

Dear Sir/Madam

Road Layout Proposal – Aberdeen

We write regarding the recent proposal to change the layout of the roads into Aberdeen City Centre.

Q-Park are the parking operator for The Trinity Centre and offer a safe and secure parking experience for all parkers who visit the shopping centre and the wider city. As an award-winning operator of 677,000 parking spaces spanning 7 countries, we understand the need to improve the liveability of urban environments which can involve alterations to road layouts and traffic flows. We also understand how quality parking locations can support those goals.

In our opinion the changes that you are proposing will result in a net disbenefit to city centre visitors. Those travelling from the west of the city to the Trinity Centre parking facility cannot access the site in the most logical way. The introduction of a bus gate will mean that visitors traveling from the west will no longer be able to turn right from Union Street to the car park. This change will not only impact on the Q-Park facility but also impact other car parks in the close vicinity of the Trinity Centre.

We understand that the Shopping Centre have already submitted a detailed summary of the wayfinding challenges and we fully support the detailed feedback that has been given. In addition to the logistical aspect of the change we also need to highlight the economic and societal challenges that the change will make.

Congestion – Trinity Centre is a key destination which attracts a large majority of parkers who are not regular visitors and it's important, especially in the current climate, that visitors have an easy access route to the city. If the route is not logical for visitors in an unfamiliar city the outcome will be the creation of search traffic around the area, thus creating more congestion and so adding to the environmental issues that we're all trying to minimise.

Public Safety - The Trinity Centre attracts many families and if visitors are forced to park further away and walk then that will involve crossing multiple busy roads heading into the city. Public safety should be paramount.

Economic - The economic impact of this proposal will not only damage Q-Park but also the retail sector within The Trinity Centre and beyond with a resulting reduction to the public purse. Shoppers travelling by car have a larger spend than those walking or travelling by public transport. The impact of this change is likely to reduce the number of tenants within the centre and therefore a reduction in business rates payments.

We look forward to receiving your feedback and we hope that you can support the businesses and visitors that make Aberdeen a thriving city by amending the scheme accordingly.

• Kind Regards


Head of Commercial – UK&I

[Redacted]

From: [Redacted] <[Redacted]>
Sent: 22 January 2024 12:43
To: TrafficManagement
Cc: [Redacted]
Subject: THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023 - Objection obo National Car Parks Limited
Attachments: NCP Shiprow Aberdeen Objection.pdf; Shiprow alterantives.jpg; Shiprow only access now.jpg; Shiprow previous access.jpg

Good afternoon,

Please find attached comments submitted on behalf of our client National Car Parks Limited, in relation to THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023.

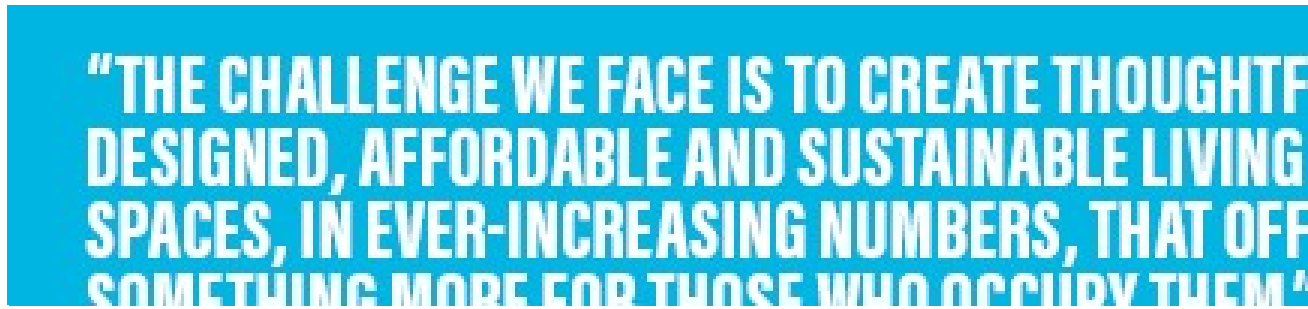
I would be grateful if you could confirm receipt.

Kind regards,

[Redacted]

[Redacted]

[Redacted]



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Montagu Evans LLP is a limited liability partnership registered in England and Wales. Registered number OC312072. A list of members' names is available for inspection at the registered office 70 St Mary Axe, London EC3A 8BE.

Traffic Management and Road Safety
Operations and Protective Services
Aberdeen City Council
Business Hub 11
Second Floor West
Marischal College
Broad Street
Aberdeen
AB10 1AB

22 January 2024

Dear Sir or Madam,

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

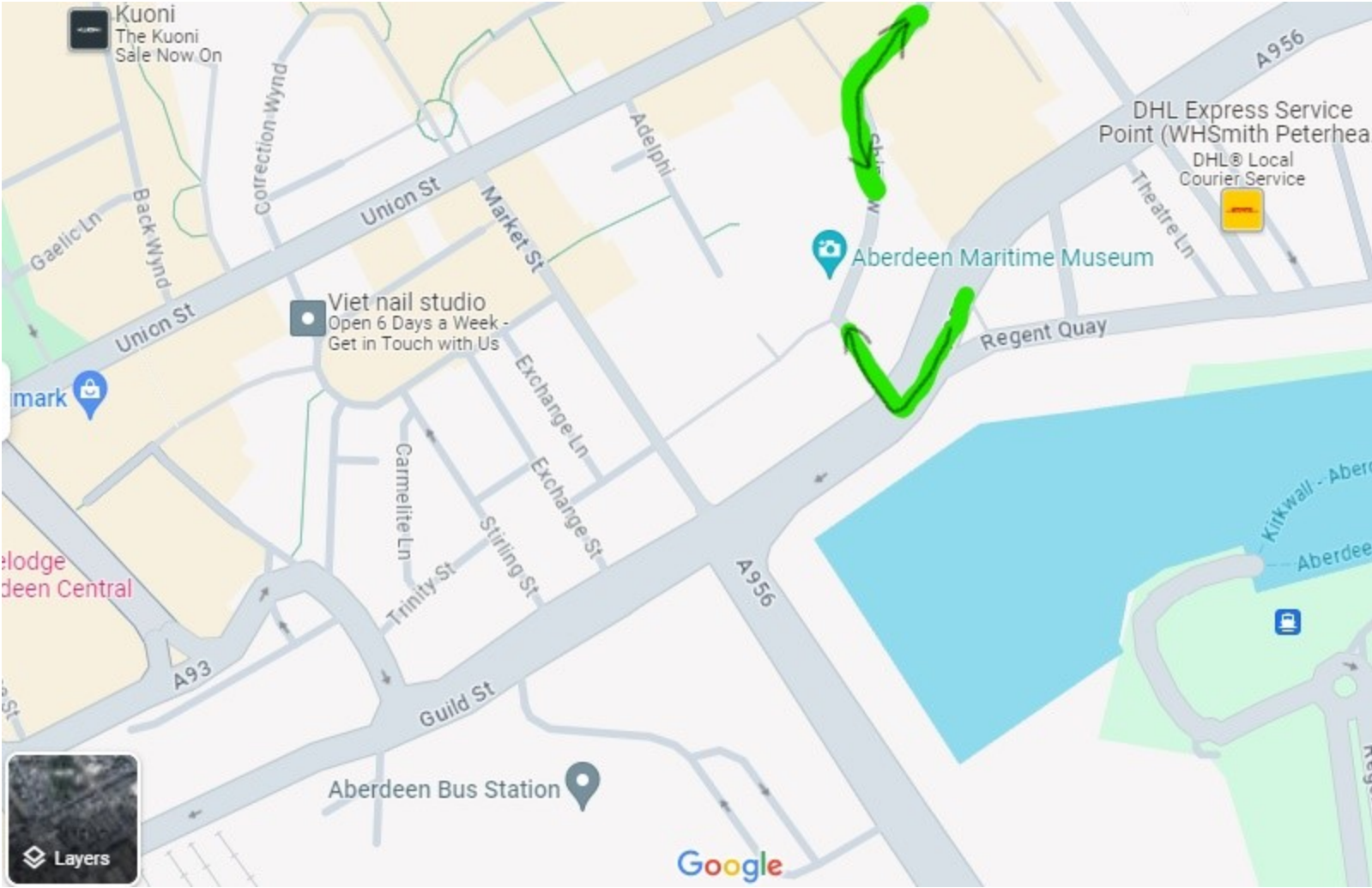
THE ABERDEEN CITY COUNCIL (CITY CENTRE, ABERDEEN) (TRAFFIC MANAGEMENT) (EXPERIMENTAL) ORDER 2023

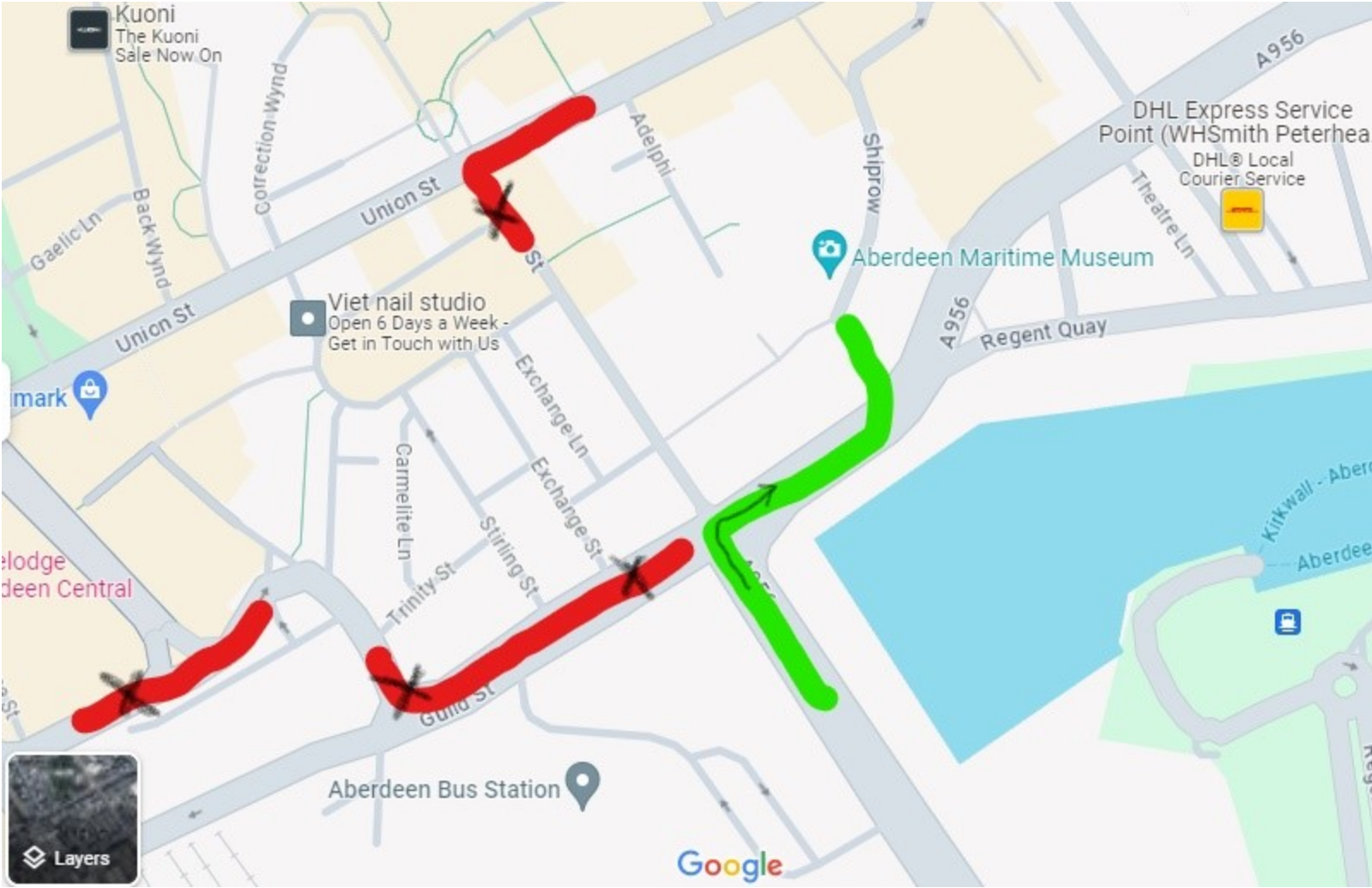
Montagu Evans LLP act on behalf of National Car Parks Limited (NCP) and write with reference to the above Order. As the Council will be aware, our client operates the NCP car park, Shiprow, Aberdeen.

Briefly stated, since the introduction of the Order our client's operation have been significantly adversely affected as a result of the imposition of access and egress restrictions locally.

Consequently would make the following objections:-

- NCP Shiprow is one of Aberdeen City Centre's key car parks serving a variety of business and tourist traffic. Access to city centre for a variety of users, including those that are reliant on the private car, is paramount in ensuring vital and viable city centres, both sustaining footfall and generating income. The operation of the Order significantly impedes access to and from the Shiprow site.
- As the attached plans demonstrate the introduction of the changes to the access and egress to the car park have been significant and have already been seen to be significantly affecting patronage of the car park with evident longer term issues for its continued operation. We have attached 3 copies of the map surrounding the Aberdeen Shiprow Car Park; the first shows the previous access routed prior to the new bus gate changes; the second shows the current available routes and the third shows possible alternatives including right turn access from Virginia Street on to Shiprow or Shiprow becoming 2 way from Union Street down to Shore Brae.
- As it currently stands the access to the City Centre as a result of the Bus Gates / Lanes is marked and is having a noticeable impact on the operation of the carpark which has already suffered in recent years due to the economic downturn.





From: [REDACTED] <[REDACTED]>
Sent: 19 January 2024 18:50
To: TrafficManagement

OBJECTION TO THE EXPERIMENTAL TRAFFIC MANAGEMENT ORDER

The current experimental traffic management has had a major negative impact on business levels at the Aberdeen Douglas Hotel. The new bus gates on Market St have made it so difficult to get to our hotel and although there are alternative routes to get here they are very long, complicated, restrictive, confusing etc, I understand that GPS guidance now includes the Bus Gates, however it is still proving almost impossible to direct customers over the phone as to how to get here to drop off people or luggage.

I understand the need to reduce vehicle emissions and to improve air quality in the city centre, however **people** make a city, and by introducing these measures we are deterring visitors to Aberdeen. Our Hotel relies heavily on business generated from within a 1 hour radius of the city, with many guests familiar and knowledgeable of the roads layout. Since the roll out and poor signage, people are afraid and generally confused, as to how to legally access their destination, ultimately making the decision **not** to come at all.

Aberdeen's ongoing economic challenges and uncertainties are a major concern for us, we are working hard to sustain the business we have built over the past 18 years and I fear the effect of these experimental traffic measures have not been fully thought through. I fear we will continue to see a drop in people using our city centre, as we already see businesses shutting on a monthly basis I am really worried for the future of Aberdeen City Centre



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[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 21 January 2024 16:14
To: TrafficManagement
Subject: Aberdeen city centre bus gate objection

Hello

I am writing in regards to the consultation on the aberdeen city centre bus gates and wish to offer my objection.

As a local business owner (Gamola Golf on Market St), we have seen a decrease in public footfall coming into store since the introduction of the bus gates, with many customers complaining of confusion on how to come into Aberdeen whilst avoiding the bus gates. Many have stated that they have chosen to go elsewhere instead of Aberdeen to avoid the bus gates. This is having a negative impact on our business.

On a personal level, living in Newburgh, Aberdeenshire and commuting into the city centre on a regular basis the bus gates have caused significant access issues to myself and other staff within business, causing diversions and detours. This is causing longer journeys and increased pollution. Unfortunately for me personally the public transport on offer from Newburgh is not adequate/regular or reliable to be able to use and alternate

Overall I do not see any benefits of the bus gates and only have negative concerns caused by these.

Following on from covid and reduced footfall in the city centre we should be doing everything to make the city more inviting and accessible for all. The bus gates in my opinion do not offer this and instead are acting against this.

If you require any additional information, please get in touch

Best regards

[REDACTED]

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 22 January 2024 20:43
To: TrafficManagement
Subject: Aberdeen City Bus Gates

I am writing to lodge my objection to the current implementation of bus gates in Guild Street and connecting roads. As a business owner in the harbour area, Aberdeen Tile Distributors Ltd, I have seen a significant reduction in footfall since the bus gates were introduced. Not only do they discourage local customers from navigating the alternative routes they discourage potential customers from surrounding Aberdeenshire to actually coming into the city centre. Our premises are in Virginia Street which as you will note is not served by any bus route but realistically our product is too heavy for clients to carry on a bus and have to be transported by car or van. Even our own delivery vans are having to follow diversions to avoid the bus gates which obviously adds to our fuel costs and in turn increases the fuel emissions, which is the main reason that the planners are using for the implementation of said bus gates.

I have emailed Councillor Michael Hutchison three times, twice before the bus gates were introduced and once since they became live to voice my concerns but unfortunately he has not replied to me.

Surely those appointed by the citizens of Aberdeen and their paid employees must consider the views of those they represent and realise that the only outcome of continued bus gates will see a further decline in our city centre. In recent weeks we have seen local business close down citing the implementation of the bus gates as being one of the reasons. Unless we can encourage more people to come into the city then many more local businesses will be forced to cease trading making many more unemployed.

The Council use the emission readings at Market Street / Virginia Street as there main excuse for the bus gates.

Obviously the emissions are high at this point as you have the harbour, train station and bus station all in the same area, not just vehicles.

The decision makers in this city should be honest with the public and admit that bus gates are just another tax on the citizens and visitors of Aberdeen.

Signed :

[REDACTED]

Sent from my iPad

[REDACTED]

From: [REDACTED] <[REDACTED]>
Sent: 23 January 2024 23:16
To: TrafficManagement
Subject: Bus gate objection

Hello

I am writing as someone who is involved in two family businesses, Annie Mo's and Cafe Drummonds I hope this email will make a difference and that the bus gates will be removed.

With having two family businesses within the stretch of the mile of Union Street I can tell you the daily struggles that we are facing. Less foot fall and customers scared to visit us as they worry about getting a ticket or where to park. The last 5 years has been hard as a business with Covid, brexit, scaffolding outside the shop, cost of living crisis and this is yet another thing that feels like it is trying to destroy us. At this time we really need help and support from the council but it's the worst we have ever had with footfall at an all time low. Thank goodness the business has a website or else we would be another shop to be boarded up and closed. We have customers that travel from across Scotland to visit us and they are struggling with new road layouts, how to get to the shop and on occasion recently have received tickets for merely driving past the shop (on a route their sat nav takes them). Our like for like sales for January this year compared to last year are sitting at half of the value and the bus gates lowering footfall is one of the main things impacting this.

Please can you rethink the effect the bus gates are having on local and independent businesses. As someone who will eventually inherit the company the current situation is giving me a lot of anxiety and is a daily worry. I walk from Great western road to Annie Mo's 6 days a week for the last 8 years of working in the shop. I've noticed the stretch of union street getting increasingly dirty. The stretch where there is bus only is scary and when cars could go along here it felt significantly safer. I often get harassed by drug users and teens not to mention the fact that the street lights in that area have not been working for the last 6 months. The trial was set up to improve the pedestrian environment and this is just not the case. The pavements on union street are very wide already and unnecessarily widening them won't make a bit of difference if there is no one there to use them.

Widening the pavements and adding separated cycle lanes will significantly impact most businesses on union street who only have the capacity to load and unload into the front of their premises. With our business we have large items moving in and out of the shop every day and crossing cycle lanes will be an additional safety hazard.

Your aim is to reduce pollution in the city but yet cars are having to drive a much further distance to avoid the city centre. I hear people on a daily basis in the shop and online air their views that there is nothing to come into the city for yet we are expected to pay very high rates. Aberdeen city centre is in a state of emergency and I know if you had a business in the area you would also be crying out for help. Please get rid of the bus gates and let us compete with out of city retail parks in order to see our city centre back with a buzz and people wanting to visit.

I don't want to see my home city like this, unsafe and boarded up due to self inflicted restrictions. I don't believe the reduced bus travel times comes anywhere close to balancing out the negative impact of low traffic. Any help would be greatly appreciated.

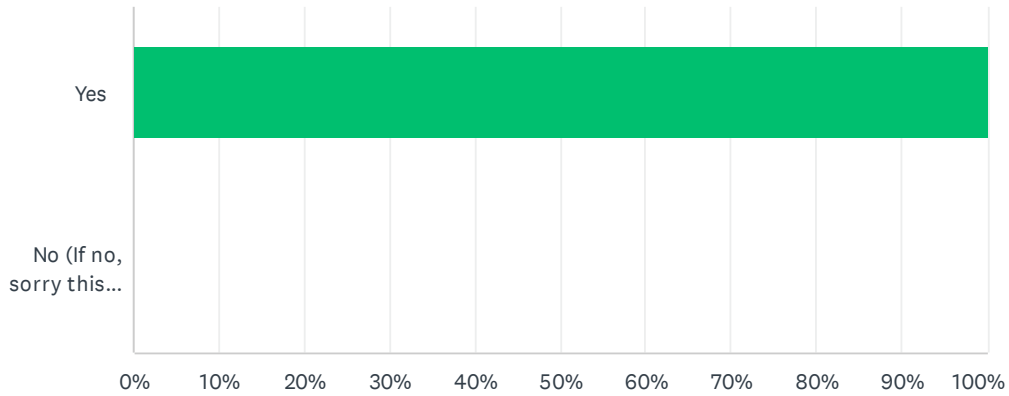
Kind regards



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Q1 Are you an Aberdeen levy payer?

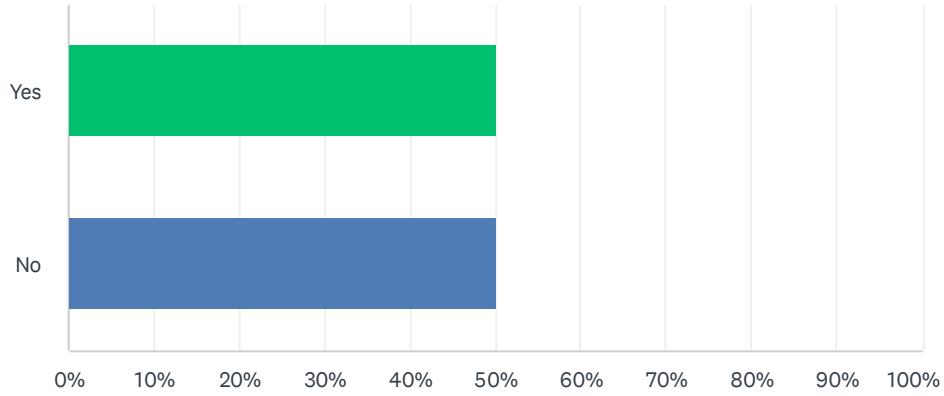
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	100.00%	36
No (If no, sorry this survey is only for Aberdeen BID levy payers. Please exit the survey.	0.00%	0
TOTAL		36

Q3 Do you, or your business, regularly attend the quarterly Aberdeen Inspired Business Improvement District (BID) meetings?

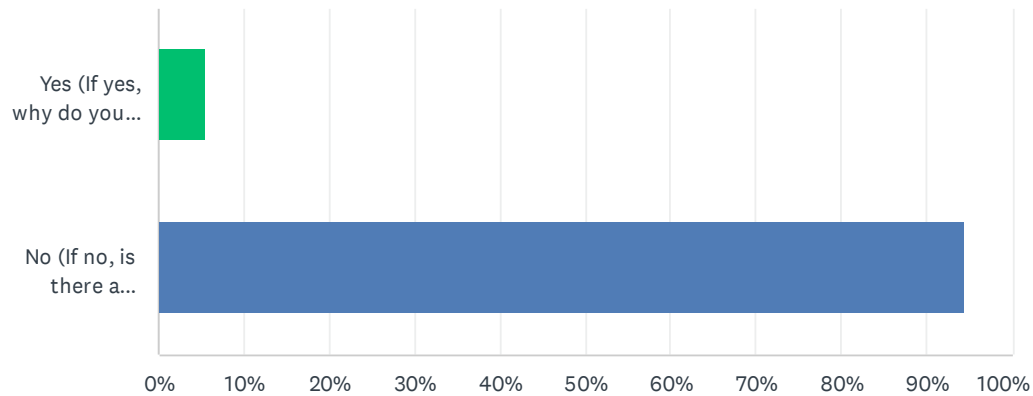
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	50.00%	18
No	50.00%	18
TOTAL		36

Q4 Is your business supportive of the road layout changes in the ETRO?

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes (If yes, why do you approve of the changes? Please comment below).	5.56%	2
No (If no, is there a particular change to the ETRO you would like to see amended or removed and why, please comment below).	94.44%	34
TOTAL		36

#	PLEASE COMMENT HERE.	DATE
1	It has made it very difficult for our delivery drivers and customers to easily access the store.	1/22/2024 8:30 PM
2	Whilst this response is certainly not the unanimous view of everyone here, it is clear something to revitalise the city centre needs to be done, therefore until proven otherwise it would sensible to give this plan chance to prove itself.	1/22/2024 4:26 PM
3	We chose Union Street for our new boutique as it is considered centrally important to the city. The ETRO has had a very negative effect on encouraging people to the City Centre. We compete with the convenience of online shopping and the ETRO has put up another barrier to people visiting the 'High Street'. Poor communication of the Bus Gates has put fear of penalty to the road user. The Bus Gates and the extent of pedestrianisation should be reconsidered to make it easier for visitors to navigate the city.	1/22/2024 11:24 AM
4	Remove the bus gates. They are causing people who are infrequent users of the city centre to be afraid of coming in as they are scared of getting a fine. This is having a huge affect on our footfall.	1/22/2024 11:21 AM
5	Bus Gates reducing footfall in city centre	1/20/2024 10:37 AM
6	Bus gates removed, putting customers off coming into the city centre by car	1/19/2024 10:29 AM
7	Restricted roads are confusing, it's driving customers away for the city center. It is hard for people who are not using public transport to get to carparks and MSQ area.	1/18/2024 2:14 PM
8	Removal required - they discourage people from visiting the city centre	1/18/2024 8:46 AM
9	Removing the bus gate on Bridge street, allowing right turns on Union Terrace so you can drive toward school hill and lift ULEZ as the reduced cars in the ULEZ area has already addressed the emissions issue.	1/17/2024 11:30 PM
10	The scheme is confusing for customers and workers alike, it is in general restrictive to business going on in the city centre	1/17/2024 5:08 PM

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11	Difficult to navigate, makes some parts of the city difficult to get to and from without an extraordinary long diversion.	1/17/2024 4:46 PM
12	Bus gates opened, then x3 times union terrace has been closed making the bus gates on Bridge Street pointless. Memembers of staff unable to get to work - paying full fairs to get to work but having to get off at Berryden and walk into the city centre. Staff also having to take detours home as they cant turn right end of union terrace. Customers unable to access trinity parking or union square parking. Footfall started to decline when union street was pedestrisated after covid and progrssivly got worse over past 3 years	1/17/2024 4:38 PM
13	I would like the bus gate on market street and guild street removed	1/17/2024 4:14 PM
14	All of the bus gates removed and more support to get shoppers back it to the city centre. It's been awful for business. No one has the confidence to come into Aberdeen and the customers who have been given tickets has been totally put off. At this difficult time we want the council to be supporting us not putting more challenges in our way. Just when we are trying to recover from Covid sales more obstacles have been put in our way. Almost half sales based on the same time last year. It's impossible to compete with out of road retail parks when cars came pull up outside. How do the council expect people to come and purchase items such as lamps, heavy mirrors etc when they can't get anywhere near to collect. If we didn't own the building we would be another shop moving out of the city centre.	1/17/2024 4:13 PM
15	Has moved congestion to other routes	1/17/2024 4:12 PM
16	Considering ease of access, there is little logic in road closures that inhibit moving West to East without a wide detour. You cannot move West to East on Guild Street, Union Street, turning right from UnionTerrace towards Schoolhill or turning right from Rosemount Viaduct onto Skene Street. Driving from College Street Car Park to King Street (these points are examples for illustrative purposes), results in travelling to John Street or N Esplanade W. Drivers who do not know to turn left off Union Street before reaching Union Terrace, find themselves driving up to Rosemount Place to be able to turn right. This is confusing for residents until the get used to it, but very confusing for the visitor economy. The illogicality ha potential to damage Aberdeen as a visitor destination and encourage locals to talk down the city centre.	1/17/2024 3:48 PM
17	Our footfall and furniture orders have plummeted. This year alone we are down an agonising and 75% on the same period last year. Due to bus gates and customers not understanding or wanting to understand the new routes - we are now out of site and out of mind. We NEED the experiment to end ASAP. We also need to know how the planning department are going to compensate us for lost revenue during this disastrous experiment. Get rid of the Adelphi to Market street bus gate immediately as it is killing our business.	1/17/2024 3:46 PM
18	Bridge St bus gate has created inequitable routes for access to the city centre	1/17/2024 3:32 PM
19	The negative impact of poorly thought out changes is making city centre trading extemely tough. No though appears to have been given to the nature of Aberdeen's rural and geographically widespread catchemenr population	1/17/2024 12:18 PM
20	No provision for Deliveries. We use "just in time" manufacturing to allow us to get glasses and hearing aids to our patients in the quickest time. Our courier travels up from Glasgow on a lunch time delivery. We now have issues in that deliveries can only be made <10am >4pm. There is little to no provision on flourmill lane for them to stop, which in turn has led to many orders being delayed and customer complaints. Less mobile patients can no longer be dropped off/picked up at the door unless traveling by taxi and in turn have a long walk from the carparks	1/17/2024 11:18 AM
21	its not accessible for our disabled members	1/17/2024 11:17 AM
22	Get rid of the whole idea, can't believe this was implemented with no prior consultation or consideration for businesses and footfall in the city centre	1/14/2024 6:46 AM
23	tail wagging the dog. cars should be the priority	1/12/2024 3:47 PM
24	There is no easymeans of moving bewtween the various quarters eg. a regular shuttle bus. All efforts are on getting people in, but not helping people move around except by foot or bike.	1/12/2024 12:54 PM
25	The bus gates have had a massive negative backlash on the city centre and hugely discouraged Shire residents in particular from visiting the city. This will have far outweighed	10/30/2023 10:48 AM

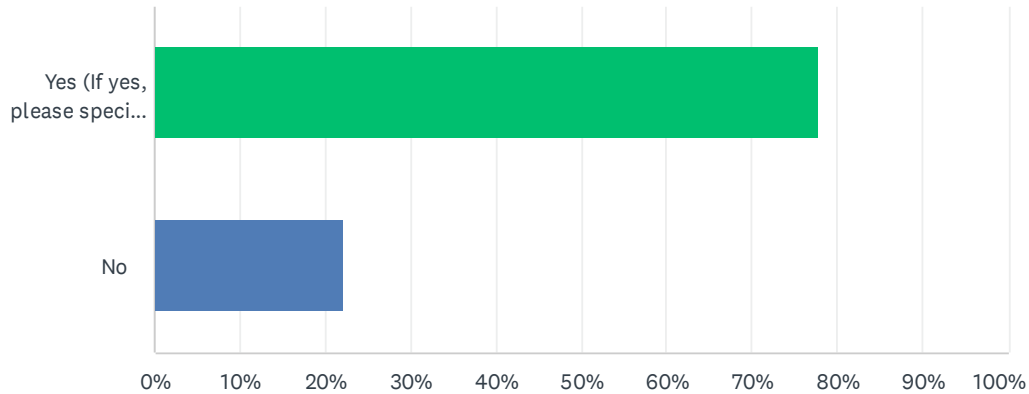
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any potential more travellers using buses to visit the city and therefore negatively affected city centre footfall for businesses. The last thing businesses need during the difficult climate

26	I've said No because I had to pick one from yes or no, in reality my true response is more somewhere in between the two. I support the idea of changes but I think the roll out has been pretty lamentable. There is too much confusion and it is leading to people avoiding the city centre - to the detriment of city businesses.	10/17/2023 4:26 PM
27	Inability to turn right into Market Street is causing some difficulties in terms of extending travel and time	9/28/2023 5:18 PM
28	what a load of absolute rubbish keeping more people out of town	9/18/2023 10:56 AM
29	Respectfully, restrictive access acts as an impediment to enjoyable shopping at a time when the city centre is already meeting serious challenges and the inevitable result will be business closures and the inability to maintain the current infrastructure	9/15/2023 2:44 PM
30	The ban on right turns from Union Terrace onto Rosemount Viaduct is nonsensical. It makes getting to our business, the theatre and the Bon Accord Shopping area unnecessarily difficult from the south.	9/15/2023 2:43 PM

Q5 Have you noticed any initial impact on your business since the new bus priority route went live on Tuesday, August 22nd, 2023?

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES
Yes (If yes, please specify the changes you have seen, and if these changes can be evidenced. (revenue or footfall changes in the comment box below).	77.78% 28
No	22.22% 8
TOTAL	36

#	PLEASE COMMENT HERE.	DATE
1	We have see a consistant decrease in sales since the new restrictions have been in place	1/22/2024 8:30 PM
2	Whilst footfall has been considerably down on previous years its not possible to attribute this directly to the new priority route.	1/22/2024 4:26 PM
3	We opened our Boutique on 1st December and have been disappointed with the level of footfall on Union Street and people entering the shop.	1/22/2024 11:24 AM
4	Drop in footfall and drop in turnover - 9%. Our service department which relies on passing trade has seen a noticable drop it turnover.	1/22/2024 11:21 AM
5	Reduced footfall in city centre.	1/20/2024 10:37 AM
6	Decrease of number of guests coming through our doors. Guest count down 10%.	1/19/2024 10:48 AM
7	we recieve phone calls and emails consistently from people saying that they don't want to come into the centre and they don't know how to get down to the shop with the bus gates being in place	1/19/2024 10:29 AM
8	I've had a number of customers complaining. Plus a few email have been sent to Mackie's of Scotland complaining about access to the shop. In general you can see there are fewer people in the town. It's easier and cheaper for people to go to Union Square.	1/18/2024 2:14 PM
9	20% down on pre-enforcement footfall	1/18/2024 8:46 AM
10	Both footfall and revenue has drastically been down and if it continues to be down these measures alone we will be force us to close the venue.	1/17/2024 11:30 PM
11	Drop in footfall as recorded at 10% with this impact building from the point of the introduction	1/17/2024 5:08 PM
12	Avoid going to see clients in certain parts of town. Colleagues report confusion about where	1/17/2024 4:46 PM

Aberdeen Inspired – New Bus Priority Route Levy Payer Survey

they can go and when. And, from a personal point of view I now try to avoid coming into town at weekends.

13	YES my business has not hit monthly targets since last July. YTD sales worst in my district, Inverness and Perth stores perform better than my store since all of these changes have happened.	1/17/2024 4:38 PM
14	Yes. Much less footfall. I can't express how much it has made such a negative effect. We are really trying to keep positive but it's difficult.	1/17/2024 4:13 PM
15	Clients visiting drive and allow more time	1/17/2024 4:12 PM
16	The Aberdeen hotel room sales market is declining year on year. Anecdotal evidence that cannot be attributed to the ETRO.	1/17/2024 3:48 PM
17	Our furniture orders for the month to date are down from £55,849.00 last year to £11,472.00 this year!!! This is a disaster for us. There are so few customers actually coming into the shop. There was a day last week we counted 10 customers all day!	1/17/2024 3:46 PM
18	we have seen a significant impact on our car park occupancies with October to December numbers showing 25% decrease in usage	1/17/2024 3:32 PM
19	Mostly anecdotal. Customers telling us they are making fewer trips into the city centre because they are 'scared' of fines. We have just started recording footfall as general data is not provided by Aberdeen Inspired	1/17/2024 12:18 PM
20	We are seeing slower growth vs the stores surrounding the city - around 2ppts lower vs the rest of the North. Prior to the introduction our YoY growth was equal to the rest of the region. East. Some franchises such as Stonehaven have now had to start 6 day a week late trading due to their increase in demand, being driven in part from patients not wanting to travel into the city centre	1/17/2024 11:18 AM
21	Yes footfall down 50% as a result we have had to close our shop	1/14/2024 6:46 AM
22	negative	1/12/2024 3:47 PM
23	Footfall in the Upperkirkgate/Schoolhill has dropped due to the negative road closures. If there is no work imminent, leave the vehicular access open. Upperkirkgate has had NOTHING done since it was closed.	1/12/2024 12:54 PM
24	Lots of customer commentary whether it be in-store about apprehension coming in and limiting their visits to Aberdeen or online seeing general public's opinions of the bus gates and not wanting to travel to Aberdeen as well as customer calls asking us about the new road changes and being worried about being fined if they come to shop with us	10/30/2023 10:48 AM
25	I've had customers tell me they will stop coming into the city centre as its "impossible to navigate around the closures", or they have said that they will choose to shop in the outlying towns. I've had suppliers request that I collect goods rather than them being delivered as they found it difficult to get around the city centre now. I've seen shop revenue drop compared to previous years although online has increased - supporting customer comments about avoiding the city and choosing alternative shopping modes.	10/17/2023 4:26 PM
26	As above as we are regularly travelling between sites, access into Hadden Street area (from the East) is restrictive due to no right hand turn to Market Street for local access	9/28/2023 5:18 PM
27	less and less people keen to come and visit us at our office as they dont trust the road network	9/18/2023 10:56 AM
28	reduction in Turnover and Footfall	9/15/2023 2:44 PM
29	Regular complaints from visitors to the city about how difficult it is to navigate in the city both generally, and to the hotel.	9/15/2023 2:43 PM

Q6 Any additional comments?

Answered: 22 Skipped: 14

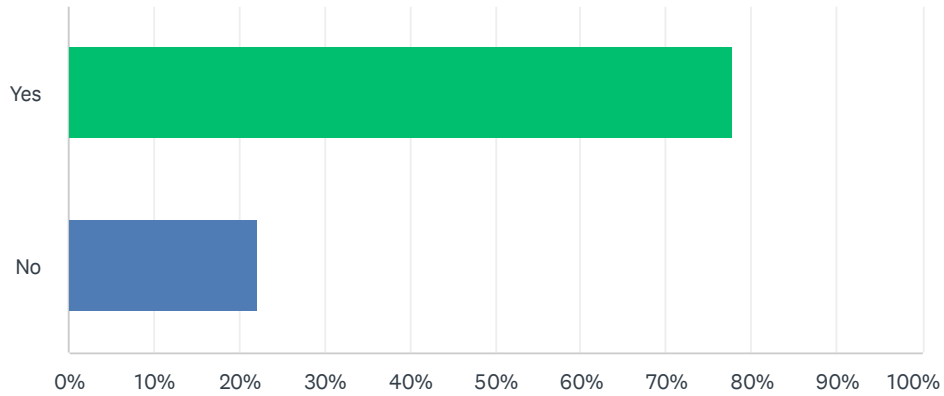
#	RESPONSES	DATE
1	Taking away direct routes has made it very confusing for the general public, making it clearer of where they can and cannot drive would be very helpful. Buses are also very inconsistent.	1/22/2024 8:30 PM
2	The bus gates are a hugely neagtive message. The poor communication and interaction from the council before they implemented of this major change to the city centre has created another downturn in the city centre.	1/22/2024 11:21 AM
3	Signing is insufficient and I personally have not visited the Union Square area for months as I don't wish to drive now in the city centre - I now shop in out of town stores or the likes of Inverurie. Union Street and the surrounding area seems dead now in terms of footfall.	1/19/2024 1:18 PM
4	real time feedback from our customers, employees and 3rd party contractors is that since the installation of the bus gates they avoid the city centre whenever they can due to the confusion and hassle of trying to get to a car park. Feedback from our staff coming to work by public transport is that buses are still delayed as other areas in Aberdeen are still congested so defeats the purpose of trying to improve public transport. You can see from footfall that people are showing their feelings on the bus gates by shopping elsewhere and this is certainly evident with people in the shire. We should be doing everything we can to make the city centre as accessible for everyone and this includes people wanting to visit via car. If bus gates remain I believe it will be the end for many businesses in the town as without people making visits to the town centre it will die.	1/19/2024 10:48 AM
5	People have been used to taking their car into Aberdeen from outlying areas, they don't feel confident about coming into Aberdeen and would rather avoid it. They would sooner take a trip to Dundee, Edinburgh or Glasgow and spend their money there. People are telling us stuff like this all the time and we have to reassure customers that it is possible to get into us and talk them into coming in.	1/19/2024 10:29 AM
6	It's evident with all the business closing down in the city center that people need to be encouraged into town and not put off by one way systems, bus gates and roads closed. Carparking prices also need to come down in town. People will just go to Union Square in the evening for the cheap parking. More people would use the bus if the fares were cheaper. In Edinburgh you can jump on the bus for £1.30 it costs me £5 return from Berryden into Aberdeen.	1/18/2024 2:14 PM
7	We all understand what the council is trying to do here, but these measure are further hurting city centre businesses outside of large shopping centres. Its hard enough at the moment with no rates relief, energy costs and staff costs - hospitality needs footfall and this is hurting it	1/18/2024 8:46 AM
8	Of the experimental implementation has not proven positives to businesses over the past 6 month it should not be implemented. Getting people into the city centre is not a positive if there are no people wanting to go into the city centre due to closures.	1/17/2024 11:30 PM
9	Sally lease is up Dec 2026. The 2015 masterplan is still in progress meaning another 2 years of construction and this will again impact footfall even further. Only the people whom live within the city centre are the footfall on Union St, we are lucky to put more than 20 sales through the till daily. Our weather is also really bad, so again no one wants to stand and wait for public transport when the weather is bad. Union terrace is currently closed again until the 2nd Feb, so again the bus gates on bridge street are not being used - and no one has communicated that to the public as people are still standing at the stops daily waiting for buses (they don't know they need to go to Guild St to get to Cove and Torry) and there is no signs at the bus shelters either, so people standing waiting for buses that are not even coming down from union terrace.	1/17/2024 4:38 PM
10	No	1/17/2024 4:14 PM
11	We are at risk of losing a business that has taken 30 years to build. Do the planning department care at all? Why are they intent on destroying our once beautiful city?	1/17/2024 3:46 PM

Aberdeen Inspired – New Bus Priority Route Levy Payer Survey

12	In summary to the introduction of the new city centre road layout, we feel that the city is being divided and segregated into unbalance travel chaos for not only local residents who has extensive knowledge of travel variants to traverse throughout the city and the options available to them, But to the visitors that we are striving to attract into our city these measures are portraying a narrative of the City Centre is closed to vehicles. We should embrace the culture of creating a better city centre scape for the benefit of all, but it has to be exactly that the benefit of all. If we cut out the option for customers and visitors to travers with relative ease, we will not create an environment where we can create a street scape for us all we will be pushing our customers and visitors elsewhere. These measures cannot be implemented successfully without a robust plan for culture change.	1/17/2024 3:32 PM
13	The execution has been poor. Communication to the public dismal. The battle of public opinion is well and truly lost and just adds to the negative perception of the city. Until there are cheap, reliable and plentiful public transport options for Aberdeen’s catchment population to access the city centre, punitive traffic measures should not be in place.	1/17/2024 12:18 PM
14	There is insufficient signage on wapping street underneath the bridge where you turn left at the lights. The lane priorities have changed and due to the very small signs, most cars in the right hand lane incorrectly merge over to the left before they are fully around the corner. Better signage indicating lane priority changes needs to be implemented for this to safely work as only the minority seem to notice. I no longer drive home this way due to too many close calls with other drivers almost crashing into me.	1/17/2024 11:18 AM
15	Again I’m really disappointed this was introduced without prior consultation, it’s evident by all the social media posts the public have not welcomed these changes and have stopped visiting the city centre, remove these measures before you loose anymore businesses	1/14/2024 6:46 AM
16	All promotion seems to target hospitality at the expense of retail. The continued development plans for non city centre expansion eg the Beach, extending Union Square all pulls possible revival of the city centre out of reach. Supporting the night time sector is all very well, but what about daytime ie. Retail???	1/12/2024 12:54 PM
17	Email: thakuryashhh@gmail.com Sending digital reward gift card 🎁	1/12/2024 11:31 AM
18	While i’m sure the new road changes were implemented with good intentions, it has been poorly rolled out and communicated which has led to reduced visits to the city and more retail customers going to places like Inverurie etc where they can get cheap parking and no hassle road layouts to spend their money. While i apprecaite that there’s a push for eco friendly and nett zero, we must face the reality that the majority of general public still want to use their car to visit the city centre to go shopping, cinema, restuarants etc., this is despite horrific parking charges, the LEZ and now bus gates etc. The councils push to move people from cars to buses & cycling has been to extreme to quickly and we need to think of more gradual steps to change the transport mindset of general public as current thinking is just going to stop people coming into city centre rather than converting to more eco friendly methods.	10/30/2023 10:48 AM
19	Under the Experimental Traffic Order are there guidelines on how it will be judged to have been successful or unsuccessful?	10/17/2023 4:26 PM
20	No	9/28/2023 5:18 PM
21	I understand the requirement to reduce emissions and a sustainable transport option but with the alternative out of town shopping options the City centre will unfortunately continue its demise	9/15/2023 2:44 PM
22	NA	9/15/2023 2:43 PM

Q7 I would/would not be happy to be contacted to discuss my responses further.

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	77.78%	28
No	22.22%	8
TOTAL		36

Contents

Aberdeen City Council – online consultation:.....	2
Overview of research:.....	3
Headlines:	4
Themes from Qualitative / Open responses:.....	4
Public Transport:.....	5
City centre business owners:	5
Positive themes:.....	5
A range of responses received:.....	6
Initial insights in reference to Traffic Order specifics:	8
Closing thoughts:	12

Aberdeen City Council – online consultation:

The main purpose of the experimental order is to support the City Centre Masterplan by establishing a priority route for buses, while still maintaining access for pedal cycles, taxis, goods vehicles, and authorised vehicles (namely, private hire vehicles). This will enhance bus reliability and travel time, thereby encouraging bus services as a sustainable transport option. Similarly, the removal of general through traffic from the roads concerned will establish an improved environment for pedestrians and cyclists, while facilitating future streetscape improvements. In this regard, the order also maintains the 'Pedestrian and Cycle Zone' that has been established on Schoolhill / Upperkirkgate between its junctions with Back Wynd and Flourmill Lane.

In support of the changes there have been recently completed improvements to South College Street that will take account of re-routed general traffic and corresponds with the local roads hierarchy which was updated in 2019. Further information can be viewed at the following link: -

<https://www.aberdeencity.gov.uk/services/roads-transport-and-parking/south-college-street-junction-improvements-project-phase-1>

Accordingly, the B983 (Denburn Road, Wapping Street, College Street, South College Street), Palmerston Place, the A956 (North Esplanade West, Market Street, Trinity Quay, Virginia Street and Commerce Street) will provide alternative routes for general traffic that previously used the roads where bus priority measures will be established.

Why your views matter

In due course, the Council will consider whether or not the provisions of the Experimental Order should be continued in force indefinitely. Within a period of six months beginning with the day on which the Order came into force, or if any or all of the Order provisions are varied or modified by the Council, beginning with the day the latest variation or modification came into force, any person may object to the making of an Order for the purpose of such indefinite continuation. Any such objection must be sent in writing to trafficmanagement@aberdeencity.gov.uk, or to the address at the end, stating the grounds on which the objection is being made.

Any person who submits an objection to a traffic regulation 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>.

Overview of research:

- In October 2023, as the enforcement of city centre road network changes in Aberdeen were being implemented, Aberdeen & Grampian Chamber of Commerce (AGCC) undertook an initial online survey into the current and anticipated travel habits of people in and around Aberdeen City centre.
- The survey received a good response rate, with 206 taking part.
- The anticipated impact of the road network changes to Aberdeen City centre was 85% negative with respondents expecting, across the board, to visit Aberdeen City centre less often for; Business deliveries; Business meetings; Business other; Commuting; Leisure/Shopping; Education or Accessing Services (legal, professional, council).
- In January 2024, in order to gather information for AGCC to submit insight on the 6-month consultation of the city centre road network changes a repeated and extended survey was conducted over 5 days, achieving an extraordinary 1,091 responses.
- This was promoted via Morning Bulletin (daily subscribers 17,000) and a wide range of social channels
- The survey consists of quantitative and qualitative questions around respondents travel habits in and around Aberdeen City centre.
- It provided a fully objective question set that enabled those taking part to demonstrate positive or negative impacts from the changes
- It asks for common travel methods and frequencies, including in the January survey a follow-up question for those who use the bus or train less or more often and what might encourage them to use these travel methods more.
- It explores the impact of these changes to the respondent on a scale of positivity/negativity with an explorative question listing both pros and cons of particular impacts as options.
- Themes from October were further explored as routed questions so only those who said they would visit less often were asked which other consequences they felt held true based on this – these additional options were all taken from original survey response patterns.
- In order to best inform the consultation questions also explored signage; accessibility; asked for specifics on routes taken pre-and-post changes and some additional thoughts of respondents on the Low Emission Zone and its upcoming enforcement date.

Headlines:

- 61% of people are unaware of the ACC consultation with a further 19% knowing of the consultation but unaware of how to respond.
- 94% of respondents (1,022) usually travel by private car when they visit Aberdeen City Centre. (Note there were no barriers to those using public transport completing the survey)
- 90% of respondents say that the changes to the road network have had a negative impact on their usual activities within Aberdeen City centre. (65% substantially negative, 25% slight negative).
- 74% of respondents (805) say that they are still unclear about where and when they can drive around Aberdeen City centre.
- 66% (720) think that the signage still needs improvement and 57% (622) believe that the road markings still need improvement.
- Due to the road network changes:
 - o 79% say they visit less often
 - o 53% have had a change of preferred route
 - o 51% have longer travel times
 - o 38% spend more on fuel
- Of those who said they would visit the city centre less often (864):
 - o 95% (825) said they would also spend less money in the city centre
 - o 73% (634) said they would spend more money online instead of city centre businesses
 - o 59% (509) said they would travel to towns in Aberdeenshire more frequently for shopping or leisure
- When asked about parking in the city centre since the changes came into effect; when comparing the average weekly parking figure from October 2023 (£30 per week), respondents in January 2024 reported a drop in weekly parking spend of around 60% (Jan 2024 average parking charge estimates ~£12.30 per week).

Themes from Qualitative / Open responses:

- Puts me off going to town / I avoid going to the city centre / only go in if I have to
- Not clear where I can drive / unsure where I can drive
- I now have longer journey times / more complicated route / more traffic
- Using more fuel / costing me more on fuel
- Shopping more on the outskirts of Aberdeen / in towns in Aberdeenshire instead of Aberdeen City centre
- Remove the bus gates (specifically the restrictions on Guild Street)
- Better signage / information / communication – signage still needs improved
- No viable alternative / improve public transport
- Causes stress / anxiety / makes me more anxious

Public Transport:

Since the road network changes were introduced, with regards to public transport / active travel options (1,091):

- Around 19-25% of respondents have used the bus, train or cycled less often.
- Between 67% - 78% have used the bus, train or cycled about the same amount.
- Almost a fifth of respondents (19%) have walked more.

Transport	More	Less	About the same
Bus	9%	24%	67%
Train	5%	22%	74%
Walk	19%	14%	67%
Cycle	2%	19%	78%
Other	4%	16%	80%

Of those who have used the bus less often or about the same amount since the changes came into effect (989), 55% said that better reliability/dependability would encourage them to use the bus more and 48% said lower bus ticket prices would.

Of those who used the train less often, or about the same amount since the changes came into effect (1,041), 39% said that better reliability / dependability would encourage them to use the train more. Concerns were also expressed about access to Aberdeen Rail station.

City centre business owners:

4% of respondents, (47) were city business owners – this is a low base but high enough to be indicative of trends that may require further investigation.

- 81% (38) of city business owners say that they have had less footfall since the introduction of the road network changes.
- 55% (26) indicate they have had less income.
- 32% (15) and 34% (16) respectively have had to change delivery schedules or incurred higher delivery costs.

Positive themes:

Although the volume of positive comments is dramatically lower than other types there are some themes around:

- *Greater feeling of safety walking / cycling in the city centre*
- *Bus travel running more smoothly / on time / better*
- *More pleasant moving around the city centre*

There are a number of contractor statements to the above, unknown if the volume of occurrence would dictate a 'theme' – but mentions of:

- *Gangs of kids along union street making people feel unsafe*
- *Parking further and walk in and out of the city (particularly for lone women) making them feel less safe*
- *Antisocial behaviour on buses has been mentioned*
- *Comments that some buses aren't actually running on time any better*

A range of responses received:

– full comment sets available in questions 12, 17, 25....:

“I’ll go anywhere but Aberdeen City centre if possible”

“Currently evaluating other cities to base business in”

“I conduct business meetings online instead of travelling to the city centre for in person meetings”

“I do not volunteer as much as I did, supporting a refugee family”

“The road network changes are only part of the problem. Currently, and there are many positive actions being taken to address this, there is little to draw anyone into the City. As we know Union street is a mess. Previously we would always visit John Lewis so there as a walk between Union Square and JL, with potential to see and visit other points of interest, stop for a coffee or drink etc. Now it’s a visit to Union square and then back out the road to Aboyne.”

“I will park at the Queens Terrace gardens instead, pay a large parking fee and walk in. Not ideal in the evenings when it is dark and I am walking on my own as a female.”

“I was not aware of these changes and took my usual route - I used to have a city centre office and managed to get 2 fines 2 minutes apart just before Christmas. This has been very upsetting not to mention expensive and I will think twice about going into town again. I also feel that these changes should have been more widely advertised and were not clearly sign posted... It feels like a scam by the council to make money. I am not someone who would deliberately go into a bus lane!!”

“Inconvenience of restricted access times to area where my business is located. But most significantly is a 20% drop in footfall compared to prior to the bus gate implementation. Meaning less customers in my shop. An increase in online sale has offset but this comes with its own additional costs.”

“Also this means that I can see less clients, therefore earn less. I now have to do more than one thing when I travel to Aberdeen to avoid coming again. This means my trips are very stressful and, instead of stopping at cafes for teas or lunches, I always rush to finish tasks. It’s very unpleasant to go to Aberdeen on business these days”

“As I’m self-employed the more time spent on non-billable hours has a direct impact on earning capacity and ultimately income. When you need to travel to multiple business meetings using the bus or walking is not time efficient or effective”

“More time away from family”

“The introduction of Bus Gates by Aberdeen City Council has had several specific impacts on my daily routine. The longer journey times resulting from these changes have necessitated adjustments to my working pattern and childcare arrangements. The longer commute has required me to either leave home earlier in the morning or return later in the evening, affecting my overall work-life balance. Additionally, the altered route due to the Bus Gates has impacted my ability to car-share effectively. The restrictions and changes in traffic flow make coordinating with fellow commuters more complex, leading to a less efficient car-sharing arrangement.”

“The recent changes in regulations have significantly impacted my daily life The extended journey times to the city centre, coupled with the risk of fines, have forced my family and me to reconsider our regular visits. This has not only disrupted our leisure activities but also affected our social interactions and shopping habits.”

“The longer journey times have necessitated adjustments in my working patterns, as commuting to the city has become more time-consuming. Moreover, the heightened restrictions have prompted many of my family members, who reside outside Aberdeen, to refrain from meeting or shopping in the city altogether. This has not only altered our family dynamics but also contributed to a shift in our consumer behaviour.”

“The impact extends beyond personal inconveniences; I've witnessed the closure of businesses owned by friends in the city. It's disheartening to see entrepreneurs, like a close friend who runs a butcher shop, facing the grim reality of shutting down despite significant investments in their ventures. The economic repercussions of these changes are palpable and are leaving a lasting impact on the community.”

“The ripple effect on working patterns, social interactions, and the local economy underscores the far-reaching implications of these changes.”

“The entire city centre should be easy to access - the bus gates are a major hinderance.”

“I am unaware of the major drivers for the bus gates, but I assume chief amongst them to be air cleanliness. Should this be the case, I have no idea why, ...private electric cars users should be penalized or inconvenienced by bus gates. In addition, private electric cars users typically have higher levels of disposable income - should these not be the people ...targeted by city centre initiatives?”

“I would very much like to see statistics as to the overall benefit to the city as a whole, i.e. city centre shops/commuters/city centre businesses/visitors to the city/traffic reduction on targeted streets/traffic increases in surrounding streets/changes to air quality in city streets/changes to air quality in surrounding streets.”

“My elderly parents who are able enough to be driving but no to walk the distance to catch the bus are resigned to never visiting the city centre again. they have the change banks, opticians etc”

Related coverage:

[Aberdeen bus gates 'confusing' and concerning city shop owners - BBC News](#)

[Aberdeen bistro Olive Alexanders permanently shuts \(pressandjournal.co.uk\)](http://pressandjournal.co.uk)

“We surveyed our customers in the latter half of 2023 and in their words, they have reduced the amount of times they were coming into the city centre due to the increased parking fees and the ease of which the council issues parking fines, those awful bus gates and road closures and worst of all – never knowing if they could get a taxi home due to the lack of taxis and no ride share in Aberdeen.”

[M&S Aberdeen closure confirmed in major city centre blow \(pressandjournal.co.uk\)](http://pressandjournal.co.uk)

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👤 Liked by [andrewbirse_](#) and 415 others

[olivealexanders](#) To all of you beautiful people past and present our hearts are absolutely broken ❤️ with what we have to tell you... we have had to take the decision to permanently close our doors at Olive Alexander's and BarBelow.

As a very small family run and funded business, the last year has been tremendously difficult with decreased footfall to the city centre, council decisions with bus gates, a distinct lack of investment for Union Street, increased costs of goods, essential items and energy. We couldn't put up our prices to match the demand of all of this and consequently without a major injection of cash, we couldn't keep this going.

We surveyed our customers in the latter half of 2023 and in their words, they have reduced the amount of times they were coming into the city centre due to the increased parking fees and the ease of which the council issues parking fines, those awful bus gates and road closures and worst of all - never knowing if they could get a taxi home due to the lack of taxis and no ride share in Aberdeen.

As gutted as we are sitting here writing this, we are also so very grateful to all of our wonderful staff, loyal customers and all of the people who believed in us and supported our wild journey - we can't thank you enough.

Please for all of you who love cocktails and tapas and want to continue to support local, independent businesses, our neighbour - @bartenders_lounge round the corner on North Silver Street serves great cocktails and great tapas style food! Independent businesses need the support, it's a tough industry and Aberdeen has a good few independents who need all of our support.

With Love from the OA & Barbelow Team xx

View all 80 comments

Initial insights in reference to Traffic Order specifics:

Traffic Order – ACC with analysis narrative points.

Aberdeen City Council has made the above-named order in exercise of the powers conferred on them by Sections 9 and 10 of the Road Traffic Regulation Act 1984 and of all other enabling powers and after consultation with the Chief Officer of Police Scotland in accordance with Part III of Schedule 9 to said Act and having complied with the statutory requirements of The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, as amended. The Order will be experimental to allow the Council to modify or vary the scheme at short notice once in force, should circumstances require. The effect of the order, which will come into operation on 1 August 2023, is to impose the following traffic management measures on certain roads in Aberdeen: -

- 'Bus Gates / Lanes' will be established: -

- ♣ on the southbound carriageway of Bridge Street, between its junctions with Bath Street and Wapping Street.

- **Referenced in qualitative comments**

- ♣ on the inside northbound lane of Bridge Street, between its junctions with College Street and Bath Street.

- ♣ on the eastbound carriageway of Guild Street, between its junctions with Stirling Street and Market Street.

- **Referenced in qualitative comments (but perhaps not as much as westbound, see below).**

- ♣ on the westbound carriageway of Guild Street, between its junctions with Exchange Street and Market Street.

- **Frequently referenced in qualitative comments.**

- ♣ on the inside northbound lane of Market Street, between its junction with Guild Street and a point 63 metres or thereby south of its junction with Guild Street.

- **Frequently mentioned in qualitative comments.**

- ♣ on the northbound carriageway of Market Street, between its junctions with Hadden Street and Union Street.

- ♣ on the westbound carriageway of Union Street, between its junctions with Market Street and the Adelphi.

- ♣ on the outside westbound lane of Trinity Quay, from its junction with Market Street and a point 72 metres or thereby east of its junction with Market Street.

- **The lanes on trinity quay aren't necessarily referenced – but access onto guild street comes up frequently.**

The classes of vehicles permitted to use the sections of road specified above will be buses (a vehicle manufactured or adapted to carry 9 or more passengers, exclusive of the driver), pedal cycles, taxis, private hire vehicles and goods vehicles. As usual, vehicles associated with the Police Scotland, Scottish Ambulance and Scottish Fire & Rescue services will also be permitted access in accordance with performing statutory duties. To complement the 'Bus Gates' there will be a prohibition on left

turns from Adelphi to Union Street, Exchange Street to Guild Street, Hadden Street to Market Street, and Market Street to Guild Street, while similarly there will be a prohibition on right turns from Bath Street to Bridge Street, and St Catherine's Wynd to Union Street, albeit these prohibition on turns will not apply to the vehicle classes exempt from the Bus Gates / Lanes.

- The existing Bus Gates on Union Street, section of eastbound carriageway east of its junction with Bridge Street / Union Terrace, and section of westbound carriageway west of its junction with Market Street, currently restricted to buses and pedal cycles only, will be amended to provide exemptions for taxis, private hire vehicles and goods vehicles.

- *There is a desire to let traffic 'flow' in the city centre.*
- *Along union street / around the area.*
- *There is a theme of support for areas of pedestrianisation but only if fully pedestrianised – i.e. no vehicles at all (buses, taxis, delivery vehicles).*
- *Feel that people are probably used to not being able to drive down Union Street now but by putting the restrictions in the surrounding area it's caused major disruption for people ...*
 - *What viable contingencies does it leave for roadworks / traffic blockages (accidents, breakdowns) if displaced traffic is focused to particular streets?*

- Motor vehicles, unless for the purpose of taking access, will be prohibited from all or certain lengths of Bath Street, Bridge Place, Bridge Street, Broad Street, Carmelite Lane, Carmelite Street, Castle Street, Concert Court, Guild Street, Exchange Lane, Exchange Street, Exchequer Row, Green, Hadden Street, Imperial Place, King Street, Lodge Walk, Marischal Street, Market Street, Queen Street, Union Street, Shiprow, Shoe Lane, Shore Brae, Stirling Street, Trinity Lane and Trinity Street.

- *People are confused about this access – when they can, where they can, if they can....*
- *Signage still comes up as not adequate.*
- *Information from Council throughout is referenced repeatedly as not adequate – both in terms of communicating the changes to adhere to, but also in terms of the justification and objectives of the changes.*
- *Simplifying the information / rules / scheme would likely help.*

- Vehicles on Union Terrace will be prohibited from turning right onto Rosemount Viaduct, with the exception this restriction will not apply to buses, pedal cycles, taxis, and private hire vehicles.

- *Has been commented on quite regularly. Also, given the other access roads to allow traffic to this area the justification for this restriction is unclear to people.*

- There will be a prohibition on motor vehicles at any time (a 'Pedestrian & Cycle Zone'), except for loading from midnight to 11.00am, and from 4.30pm until midnight, on Upperkirkgate, between its junctions with Schoolhill and Flourmill Lane; and on Schoolhill, between its junctions with Back Wynd and Upperkirkgate.

- *Business deliveries / moving of goods etc. has come up as an issue with knock on consequences – such as businesses having to put up costs for delivery or not doing deliveries or not working in these areas...etc.*
- *People are also generally unclear about the different zones for local access / delivery and the times at which they can / cannot drive there without penalty.*

- There will be a 'one way' restriction on Schoolhill, between its junctions with Belmont Street and Upperkirkgate, whereby vehicles, with the exception of pedal cycles, will only be permitted to travel in an easterly direction.

- *When referenced – this change is often commented on along with the restriction from Union Terrace to Schoolhill and the lack of full pedestrianisation.*

- There will be a 'one way' restriction on Upperkirkgate, between its junctions with Schoolhill and Flourmill Lane, whereby vehicles, with the exception of pedal cycles, will only be permitted to travel in an easterly direction.

- *Isn't an issue with regard road network access etc – but people do prefer for pedestrianised areas to be fully so – and there are so many deliveries and access for delivery vehicles in this area that people don't find it idea...*
- *This is also the access area for the parking under Marischal Square.... It appears that 'local access' rules are different on different streets / in different areas? and this further adds to public confusion on what restrictions apply when.*

- The layby area on the south side of Schoolhill, located on a section of the road between its junctions with Belmont Street and Back Wynd, will function on any day, between the hours of 7 and 11am, as a bay for the exclusive use of goods vehicles actively loading goods or burden. At all other times the bay will function for the exclusive purpose of disabled parking.

- There will be a 'one way' restriction established on Trinity Street, between its junctions with Carmelite Street and Stirling Street, whereby vehicles will only be permitted to travel in an easterly direction.

- *Doesn't seem to be a referenced area, but on analysis of this change, there is a query on the local access and if people could use this to 'rat run' West to East? The consensus is that 'local access' definition is unclear, but equally - how is local access monitored?*

- There will be disabled parking bays established on Carmelite Lane (1), Exchange Street (1), Flourmill Lane (2) and Stirling Street (1) – The number in brackets following the road names indicates the number of standard 6.6m length bays to be established on each of the stated roads.

- *The additional disabled parking spaces are not referenced (based on analysis to date) – not sure who is aware of these really as they were not indicated on the map and the public would have to read the full traffic order to find out.*
- *Question the accessibility of these spaces - the ones on Carmelite and Exchange Street are on cobbled streets / streets with uneven pavements?*
- *Also assumption that these are blue badge only?*
- *It comes up often that access to places is an issue – either because someone is elderly / mobility restricted or to drop / off, pick-up large shopping purchases etc... - again confusion likely on the 'local access' meanings...I suspect 'drop-off and pick-up' zones would have welcomed. If present – need better communication / signage.*

- A mandatory 20mph speed limit will be established on certain lengths of Bridge Street, Carmelite Street, College Street, Guild Street and Wapping Street.

- There will be a prohibition on vehicles loading goods and burden on the south side of Guild Street, between its junctions with the accesses that serve the Bus Station and the Railway Station.

• There will be certain revocations with respect to traffic management measures provided by previous orders relating to the roads specified above. A copy of the Order, the relevant plans, and a statement of the Council's reasons for making the Order has been deposited at the address specified at the end of this notice, while additionally these documents may be examined online via the internet link specified below: - <https://consultation.aberdeencity.gov.uk/operations/citycentre-experimental-tro-2023>

- *One of the largest qualitative responses given across the board is in reference to people are avoiding / not going into the city as often.*
- *There's evidence to argue this 'avoidance' is to a lesser extent than predicted or perceived, however, cumulative data points do still support an impactful drop in 'footfall' to Aberdeen City centre.*
- *One conclusion here, with qualitative notes considered, is that people are coming in only when they must (no alternative) and only staying as long as they have to / doing what they need to and then leaving.*
- *In turn, there seems to be a notable reduction in 'browsing / leisurely trips with extra spending'— which could have huge consequences culturally and economically both in terms of those who live here and with regards to tourism or attracting people to the area.*
 - *Q4 – perceptions and reality / Q12 –impact points that come out largest...*

Closing thoughts:

Cities are a finely balanced eco-system of retail, culture, hospitality, residential and offices with people at their heart. If any of them are out of balance, then the others are likely to fail.

Even before the crippling impact of COVID-19, UK high streets and town centres were already being hit hard by the perfect storm of out-of-town retailing and workplaces, the rise in online shopping and other changes in consumer behaviour.

The High Streets & Town Centres in 2030 report by Sir John Timpson in 2018 concluded: *Unless urgent action is taken, we fear that further deterioration, loss of visitors and dereliction may lead to some high streets and town centres disappearing altogether.* Some forecasts at the time warned that we would lose 30% of bricks and mortar retail in the next ten years. And this was all before the pandemic with experts now suggesting that this timeline could be accelerated fivefold.

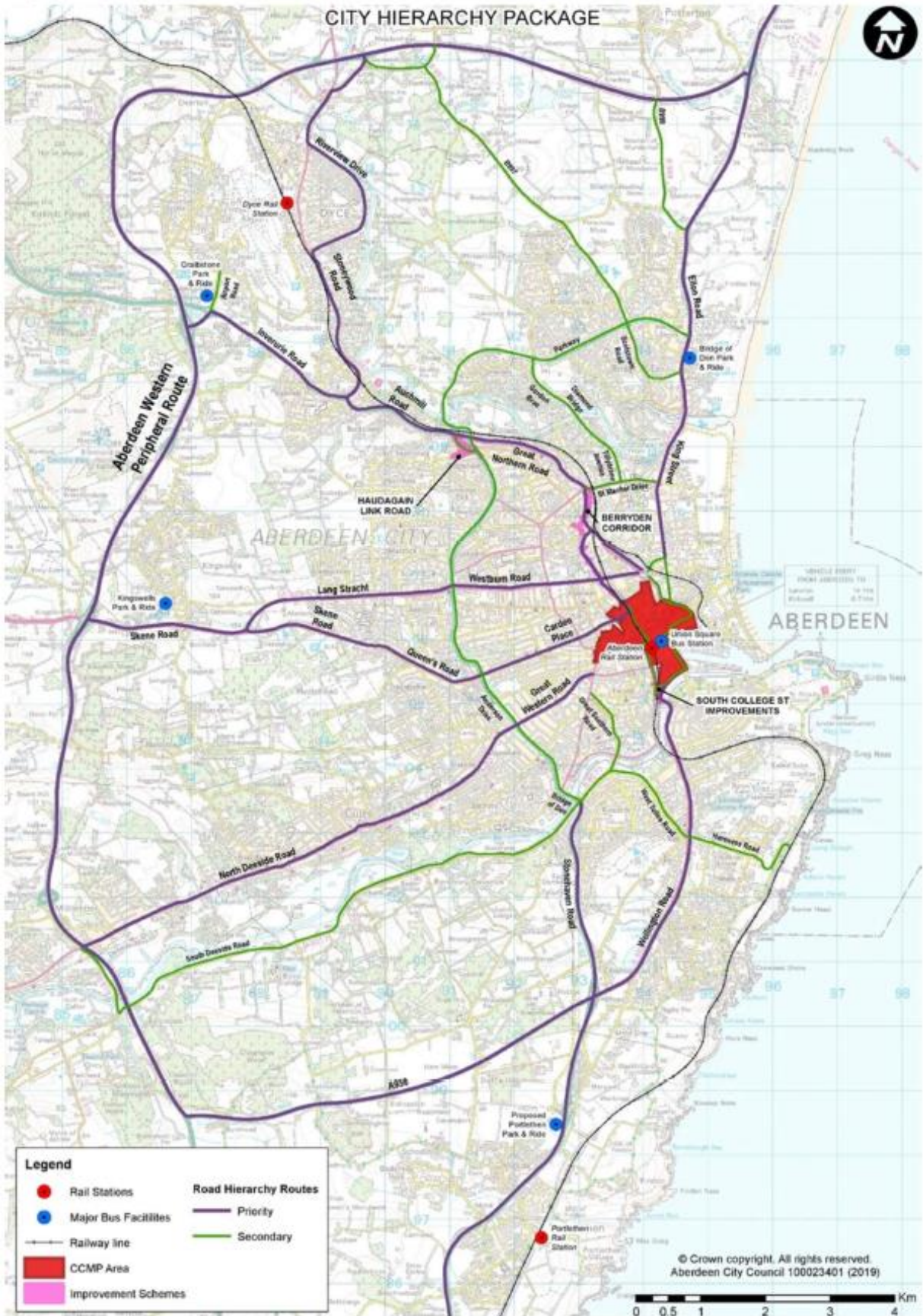
And the challenges are being exacerbated by many organisations retaining remote workplace policy when this was in fact an emergency public health measure, keeping people at home and out of the city-based support businesses there to serve them.

This has been reinforced in Aberdeen by the closure of Debenhams and John Lewis leaving the people of the North of Scotland with not a single department store. And the forthcoming shift to Union Square of M&S, although positive news, is a further blow to the heart of Aberdeen.

Successful cities have been responding to these issues with strategies to create exciting, cool, attractive multifunctional places that people choose to live, work and spend their leisure time and the Masterplan projects in Aberdeen have all been excellent additions to our civic realm. But the overall narrative is massively negative and this needs to change.

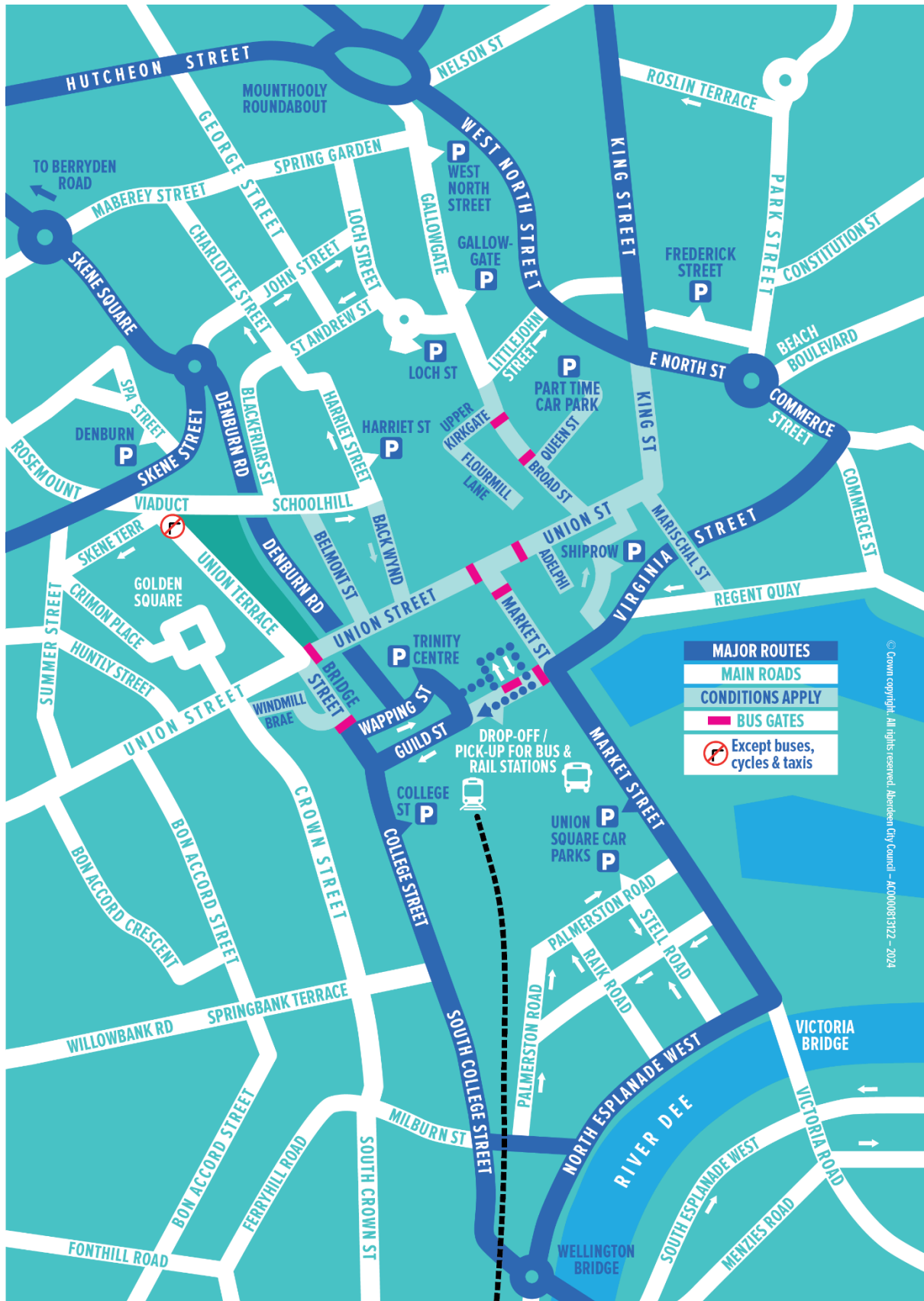
To enable our economic vision to be realised, we need people and organisations to bring investment, innovation, skills and jobs here. And to retain those we already have. Current barriers to this include the recently introduced traffic measures and continuing challenges around confrontational (rather than collegiate) planning and building control practices.

Appendix F Aberdeen Roads Hierarchy Plan



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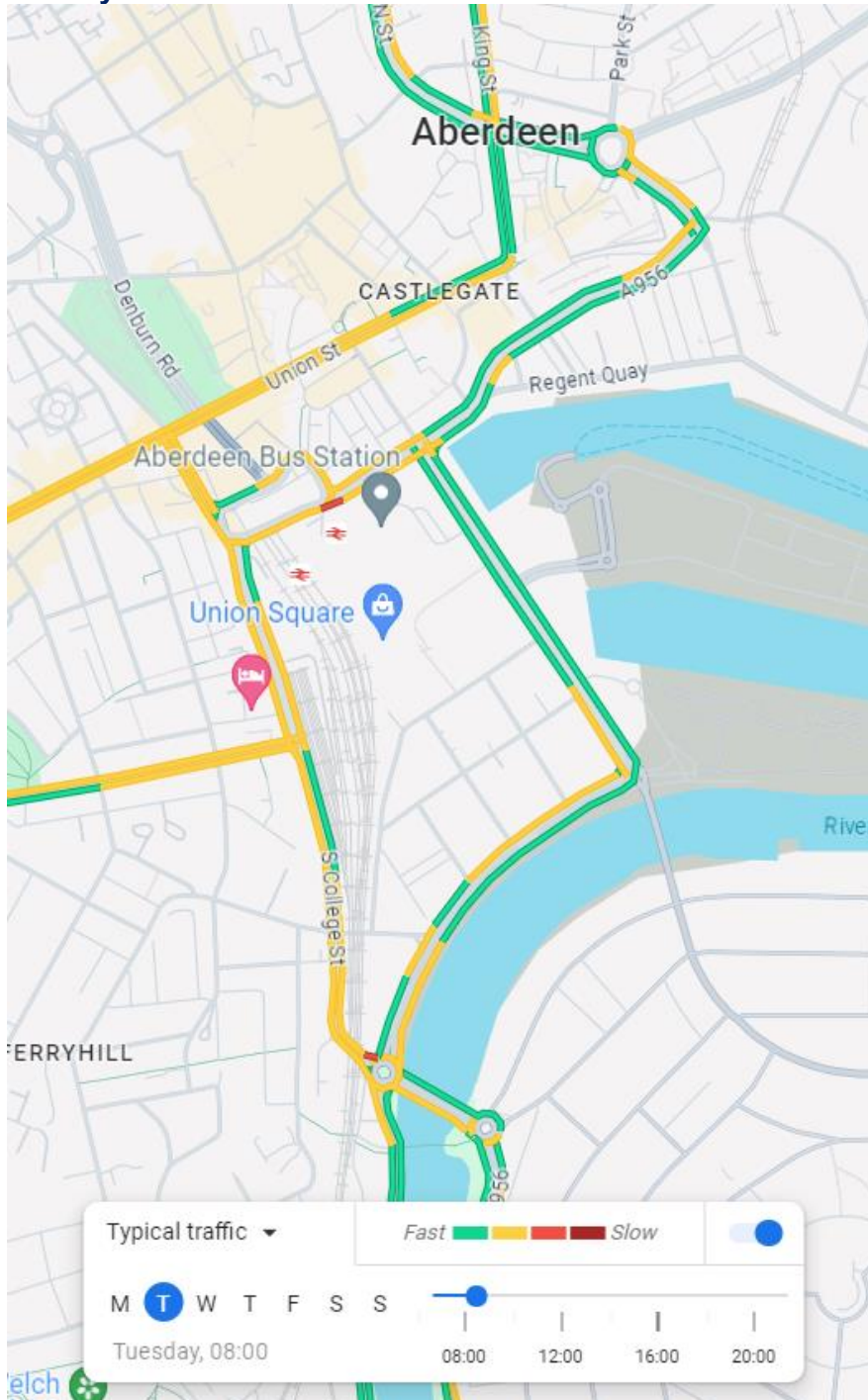
Appendix G Core city centre distributor road plan



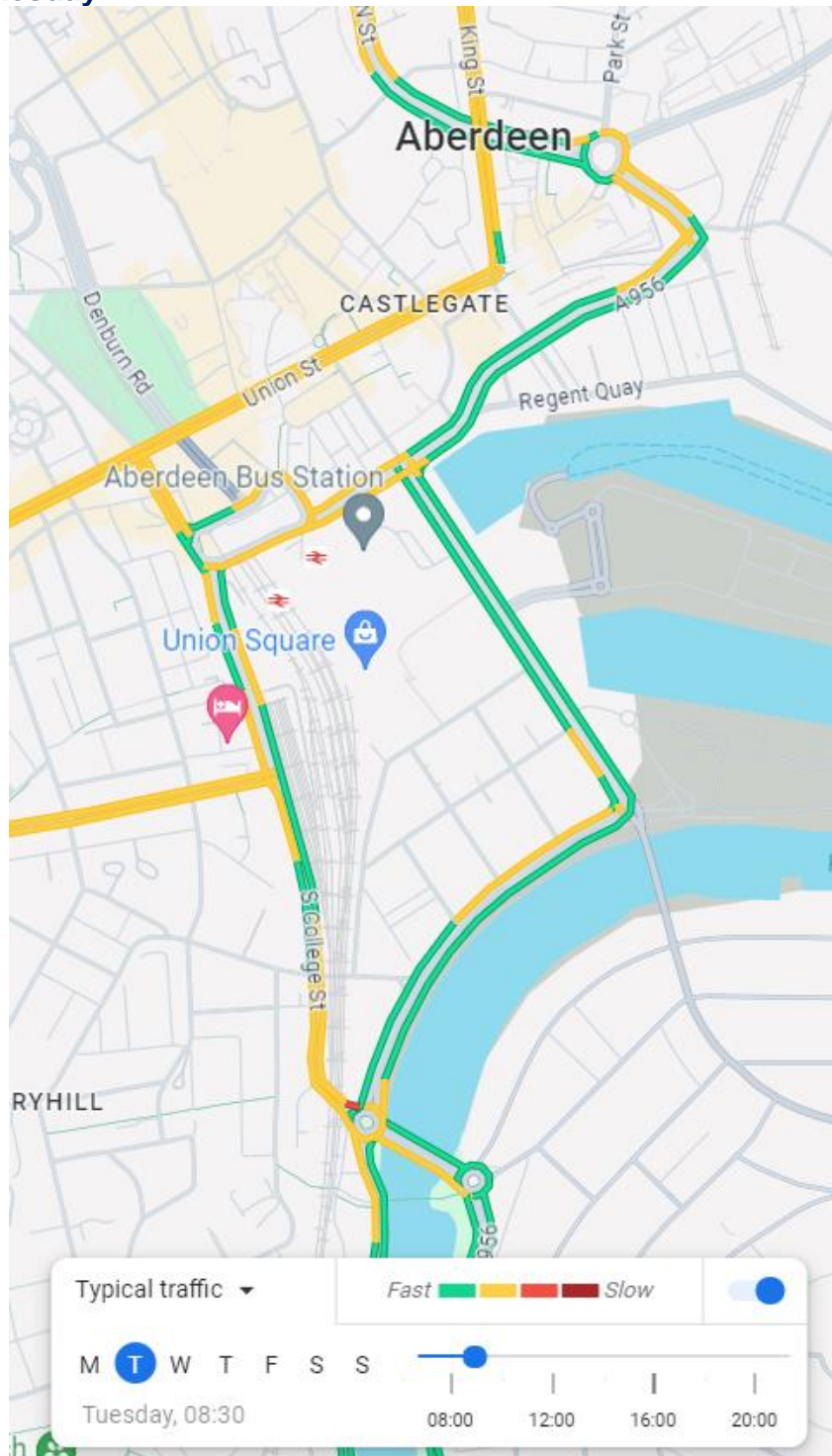
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Appendix H Typical traffic flow in Aberdeen city centre at am and pm peak times on a weekday (Information courtesy of Google Maps – 9 May 2024)

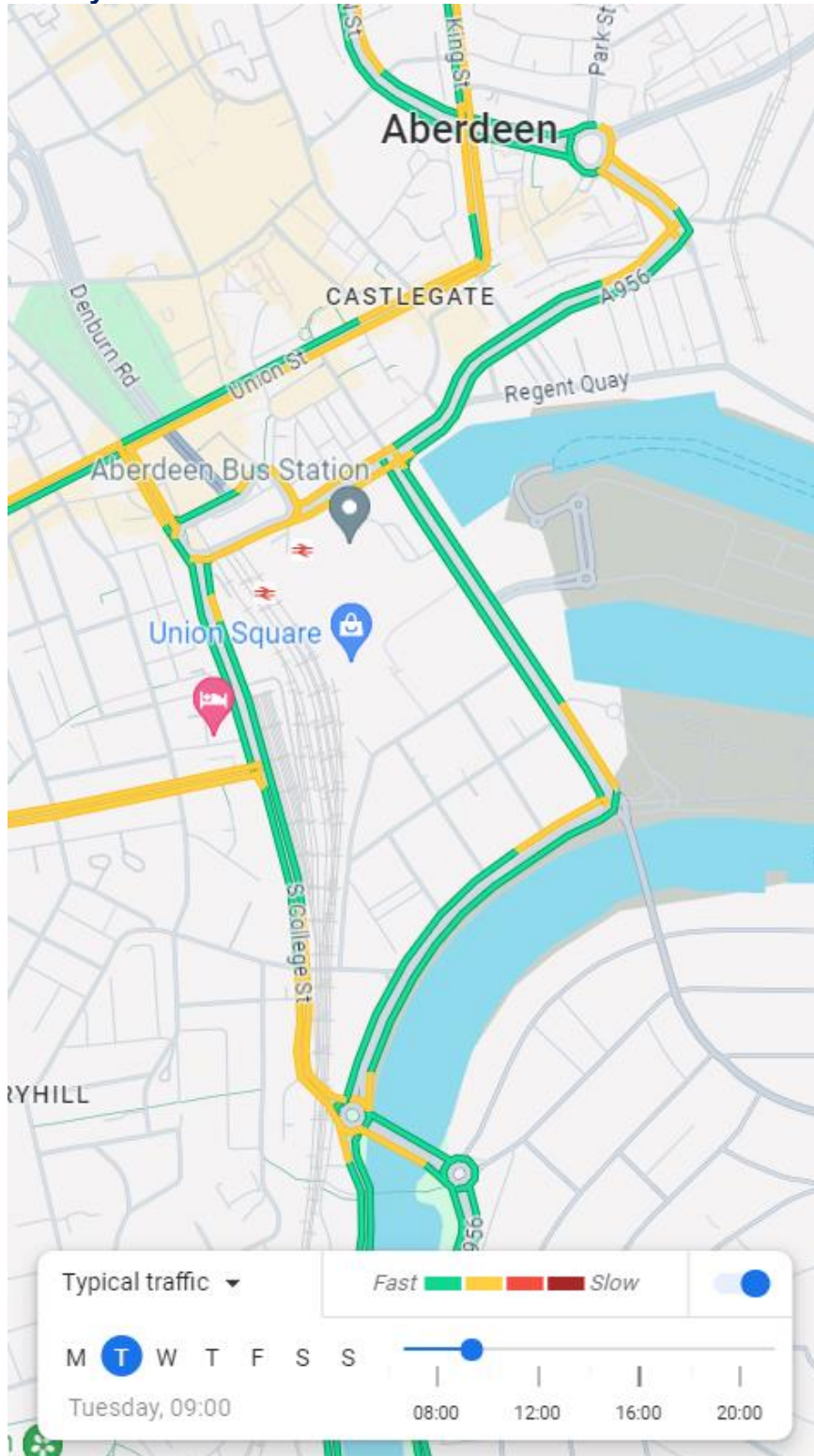
8.00am Tuesday



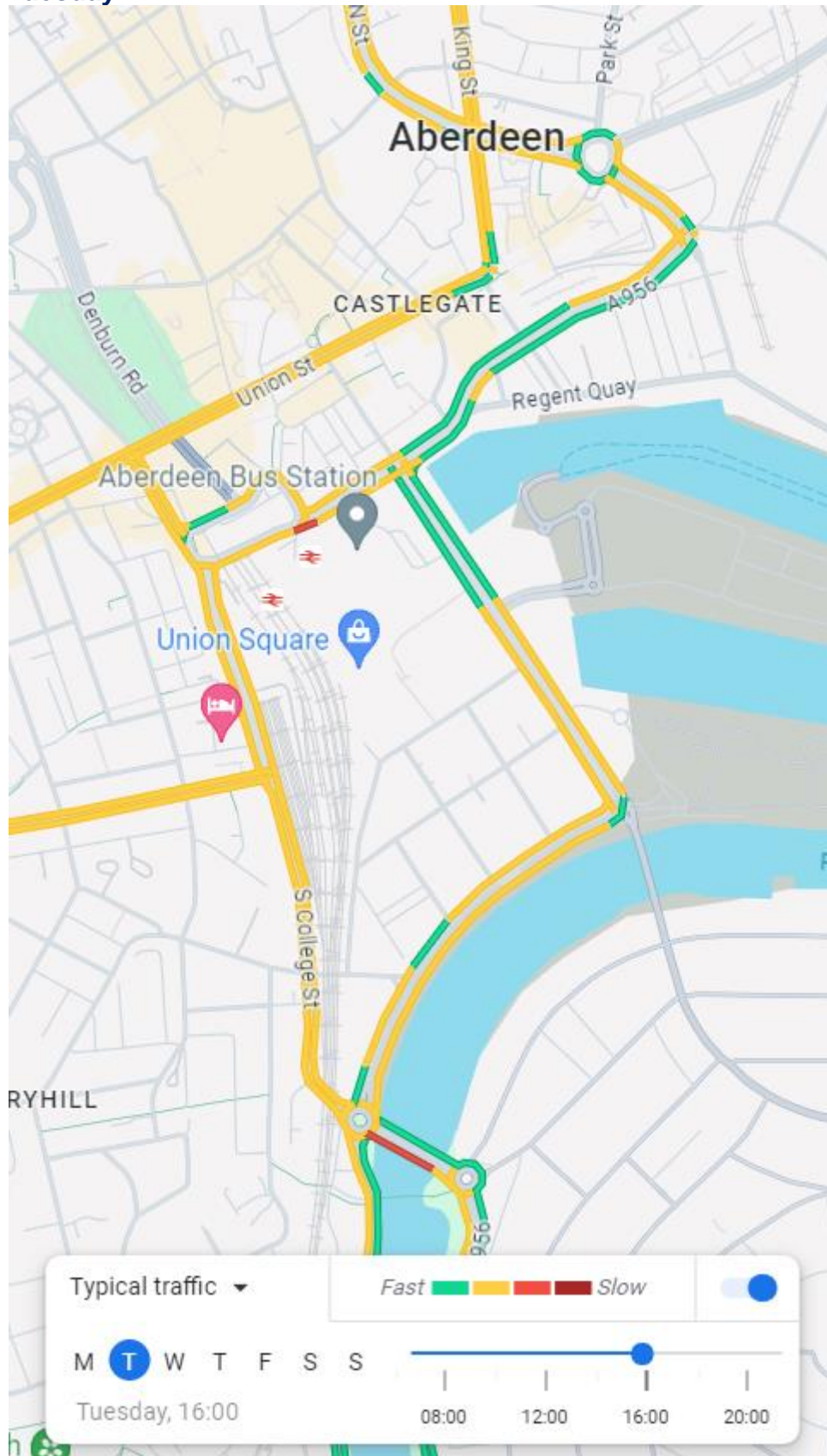
8.30am Tuesday



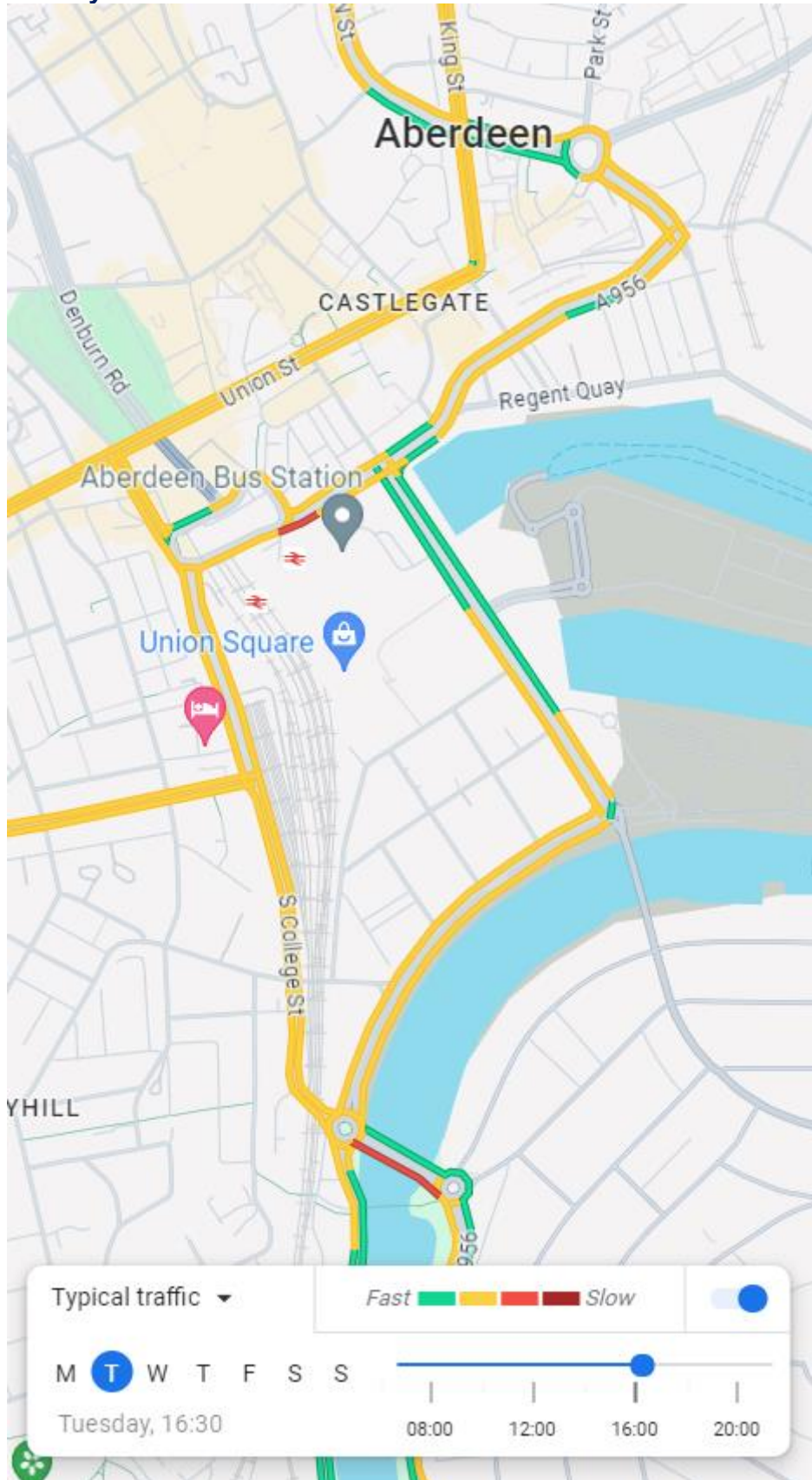
9.00am Tuesday



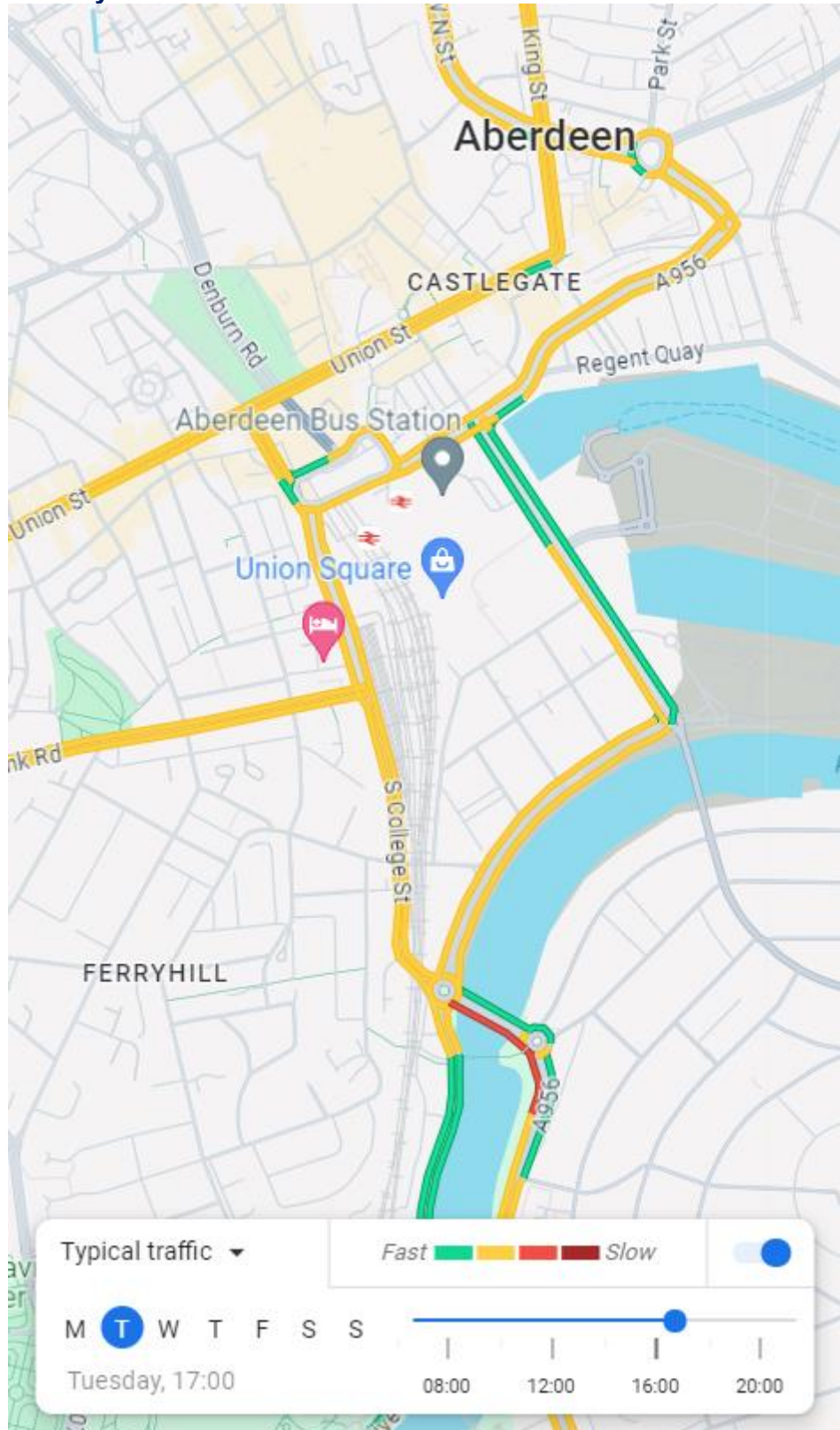
16:00 Tuesday



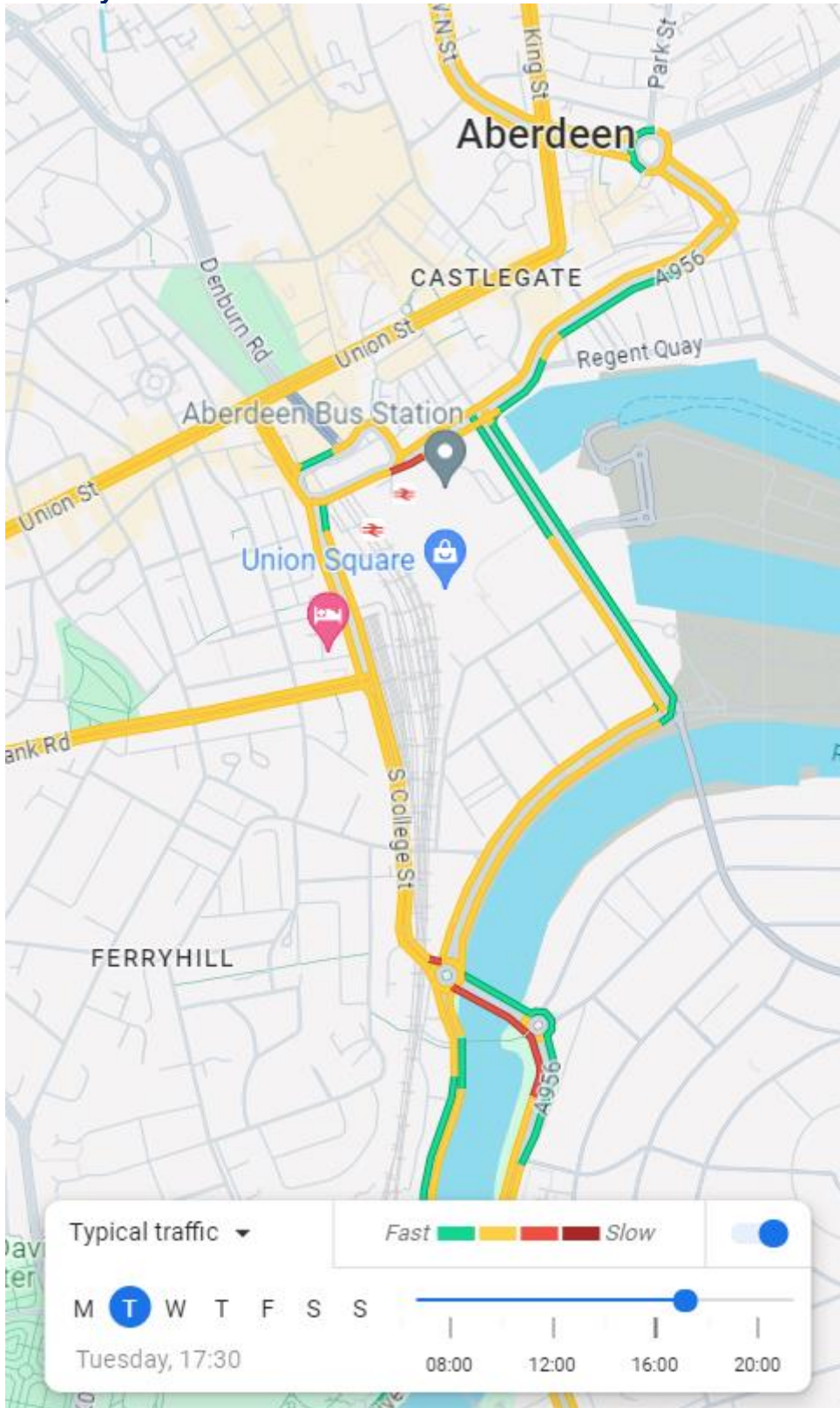
16:30 Tuesday



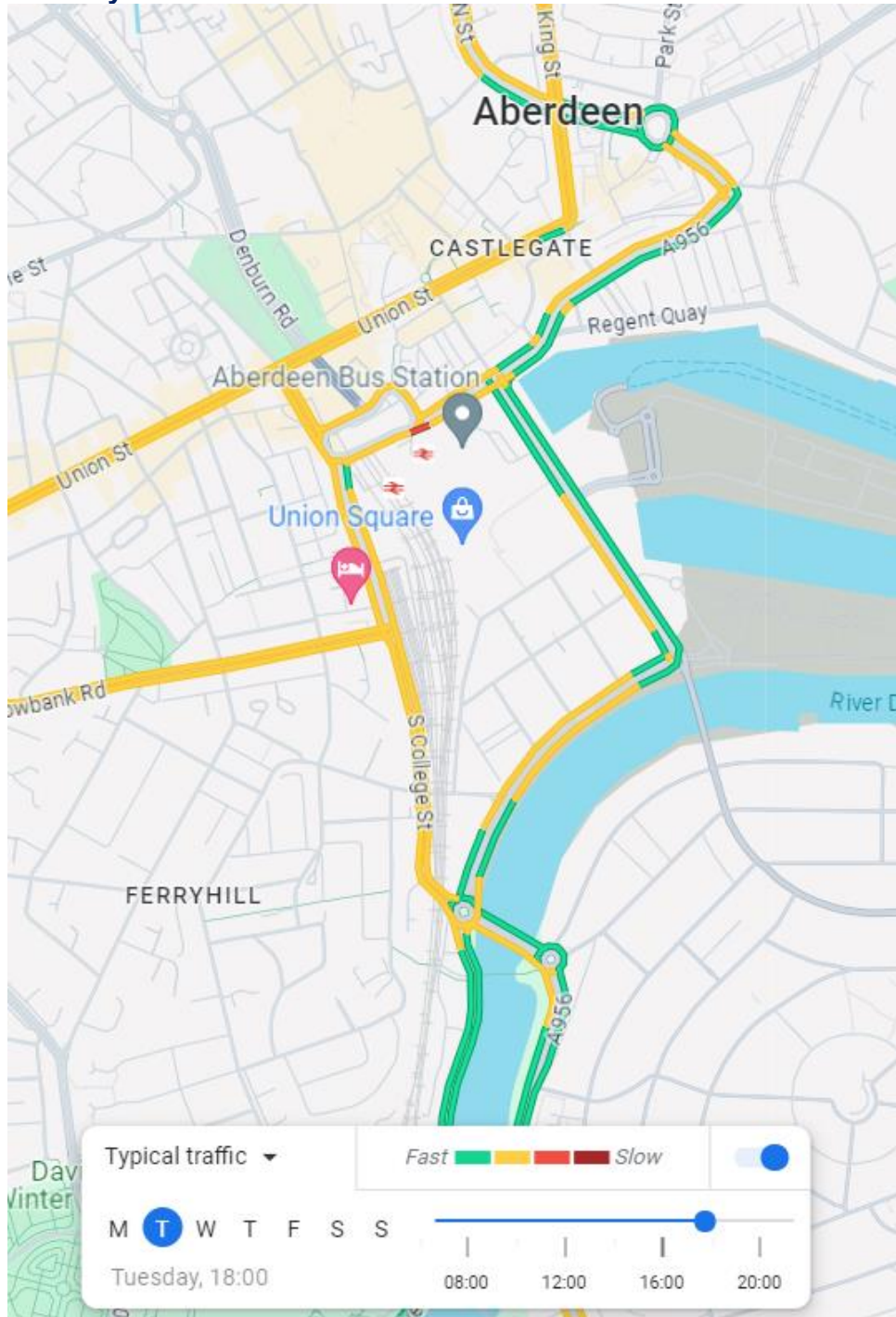
17:00 Tuesday



17:30 Tuesday

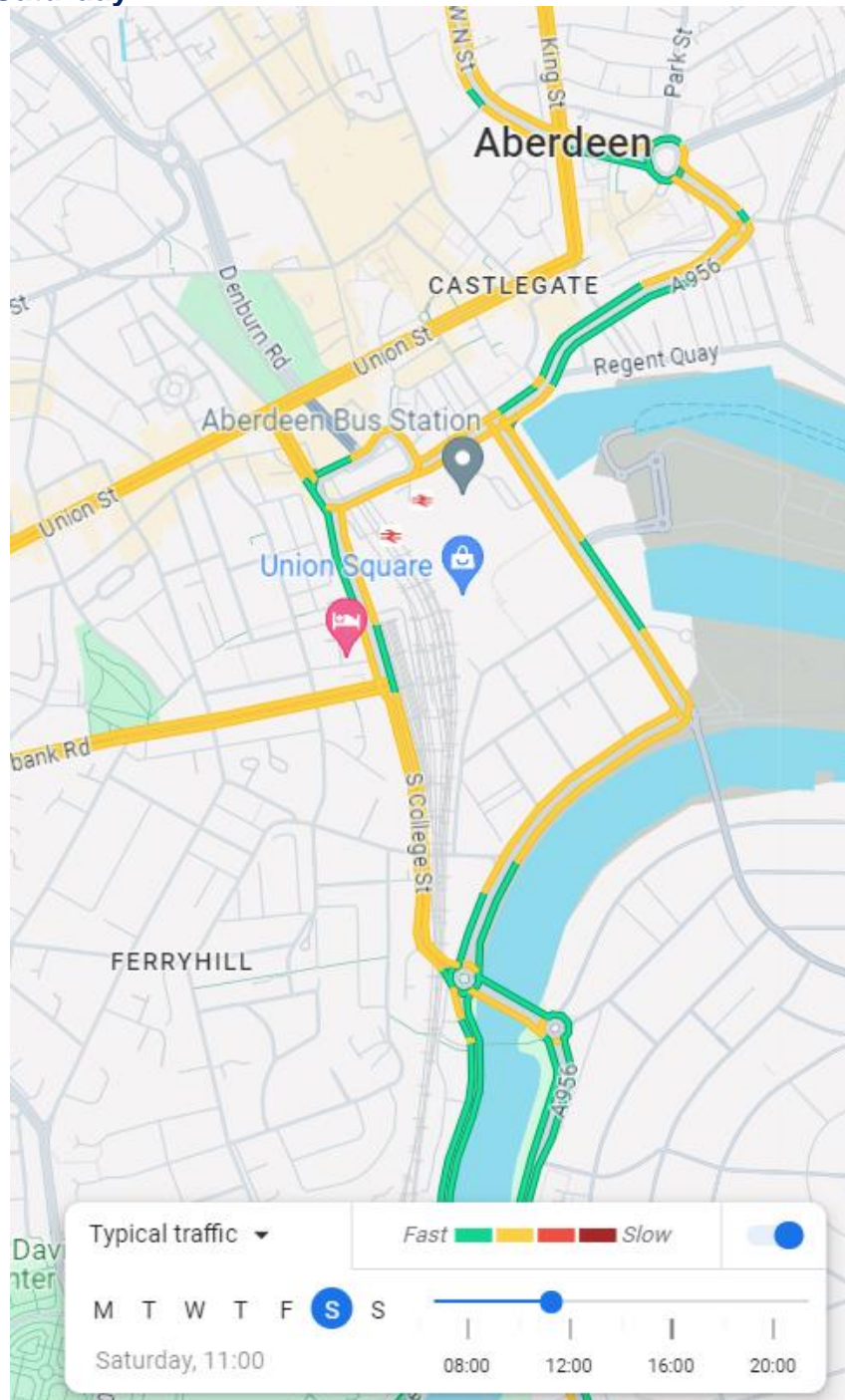


18:00 Tuesday

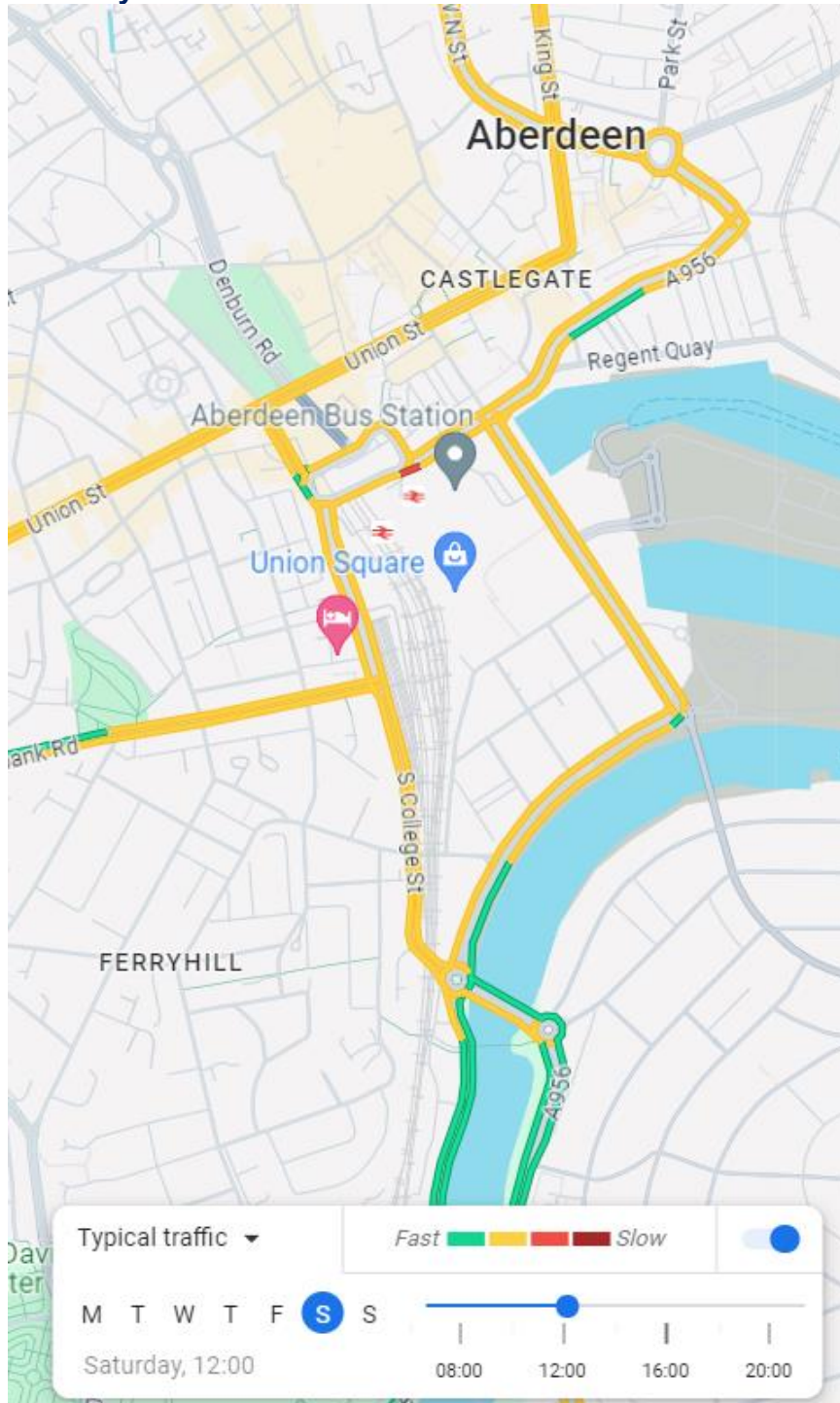


Appendix I Typical traffic in Aberdeen city centre on Saturday at peak times (Information courtesy of Google Maps – 9 May 2024)

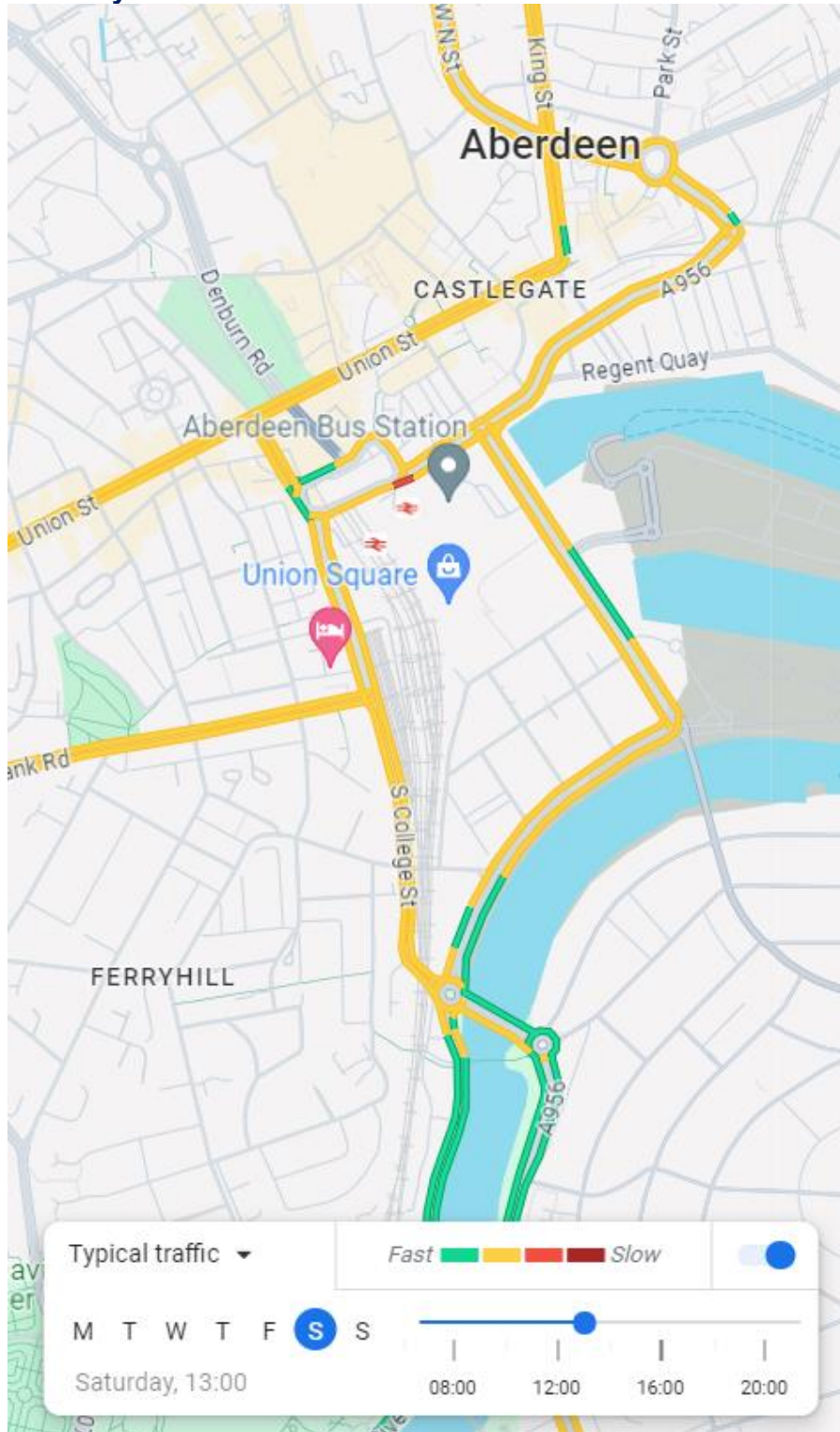
11.00am Saturday



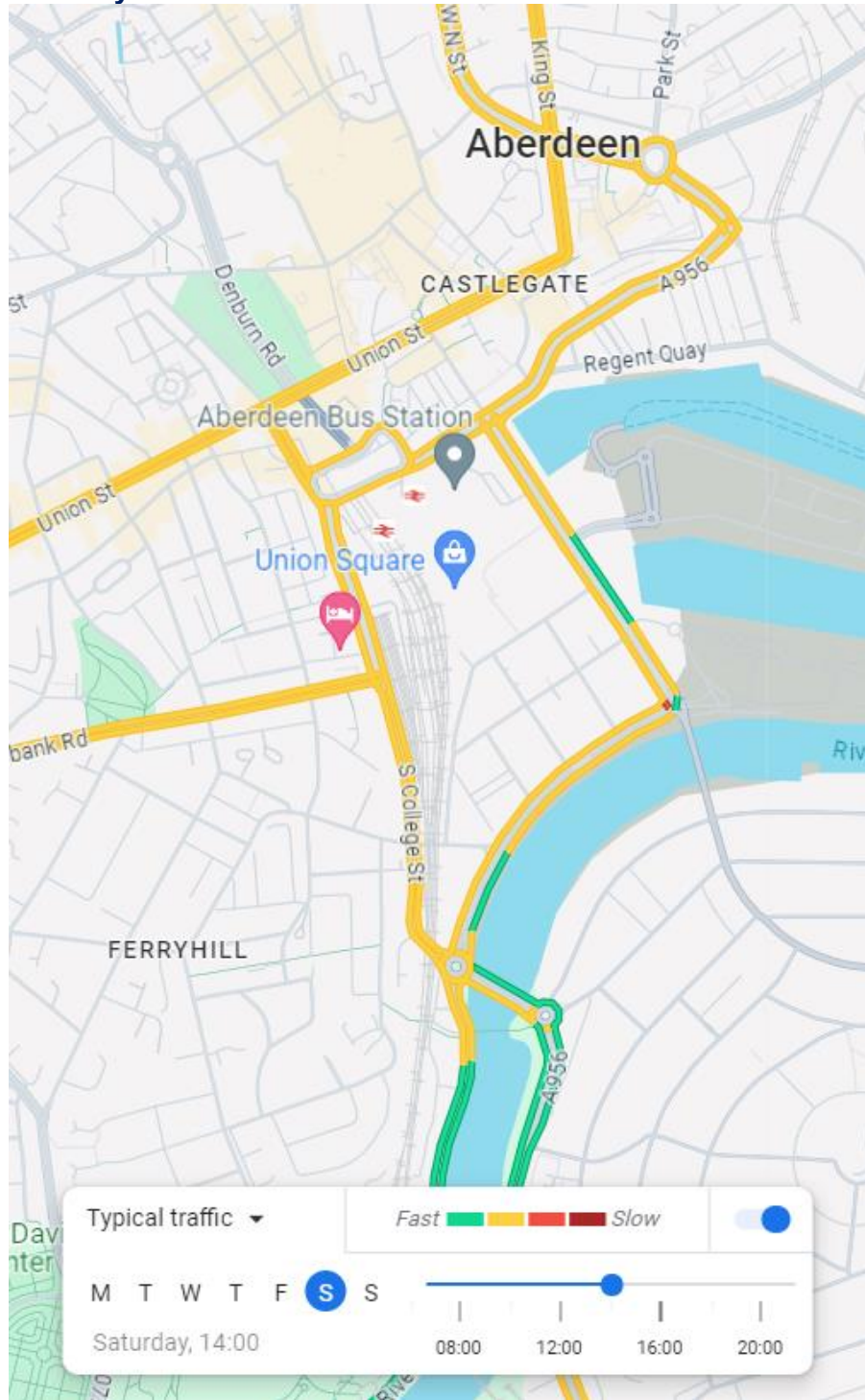
12.00pm Saturday



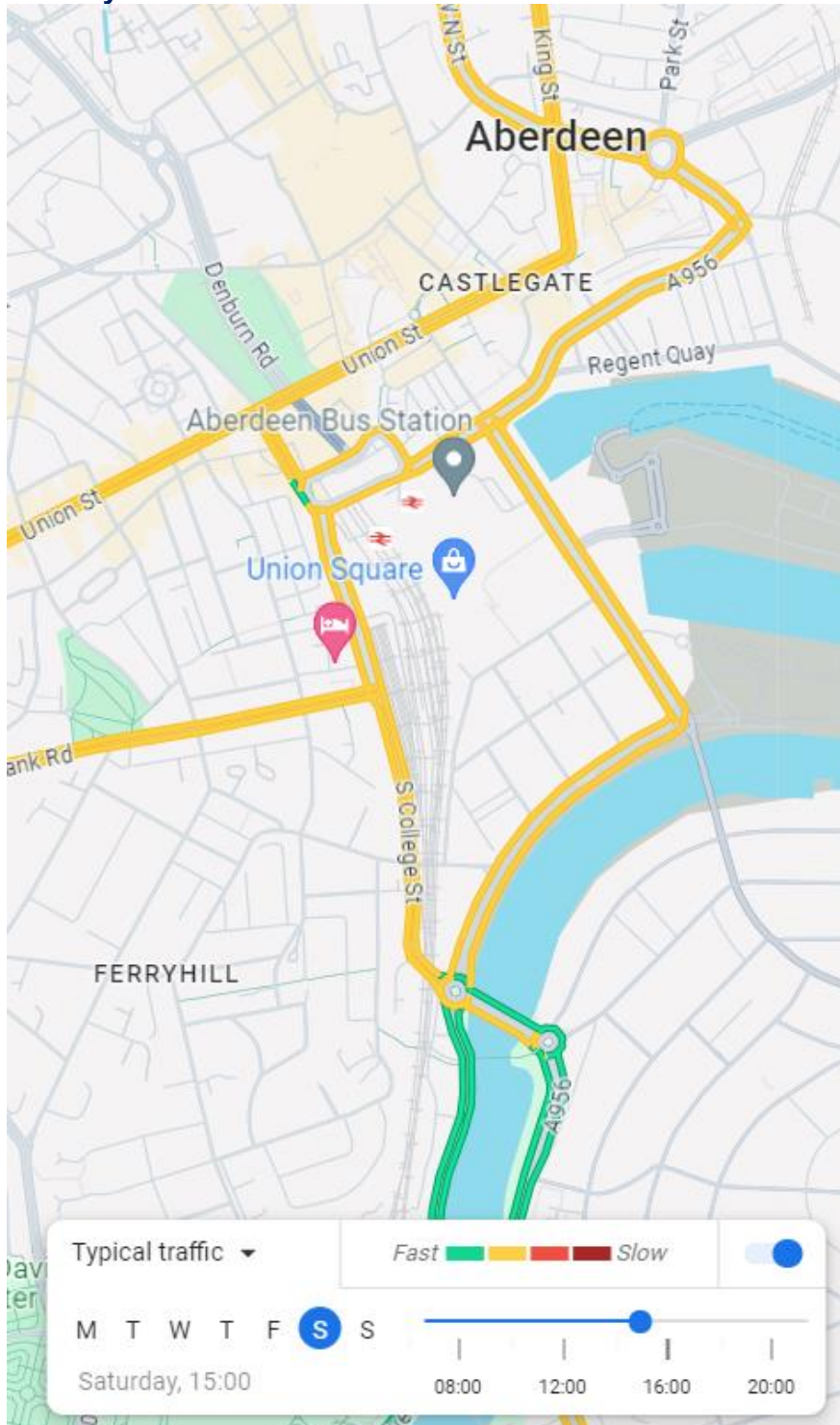
1.00pm Saturday



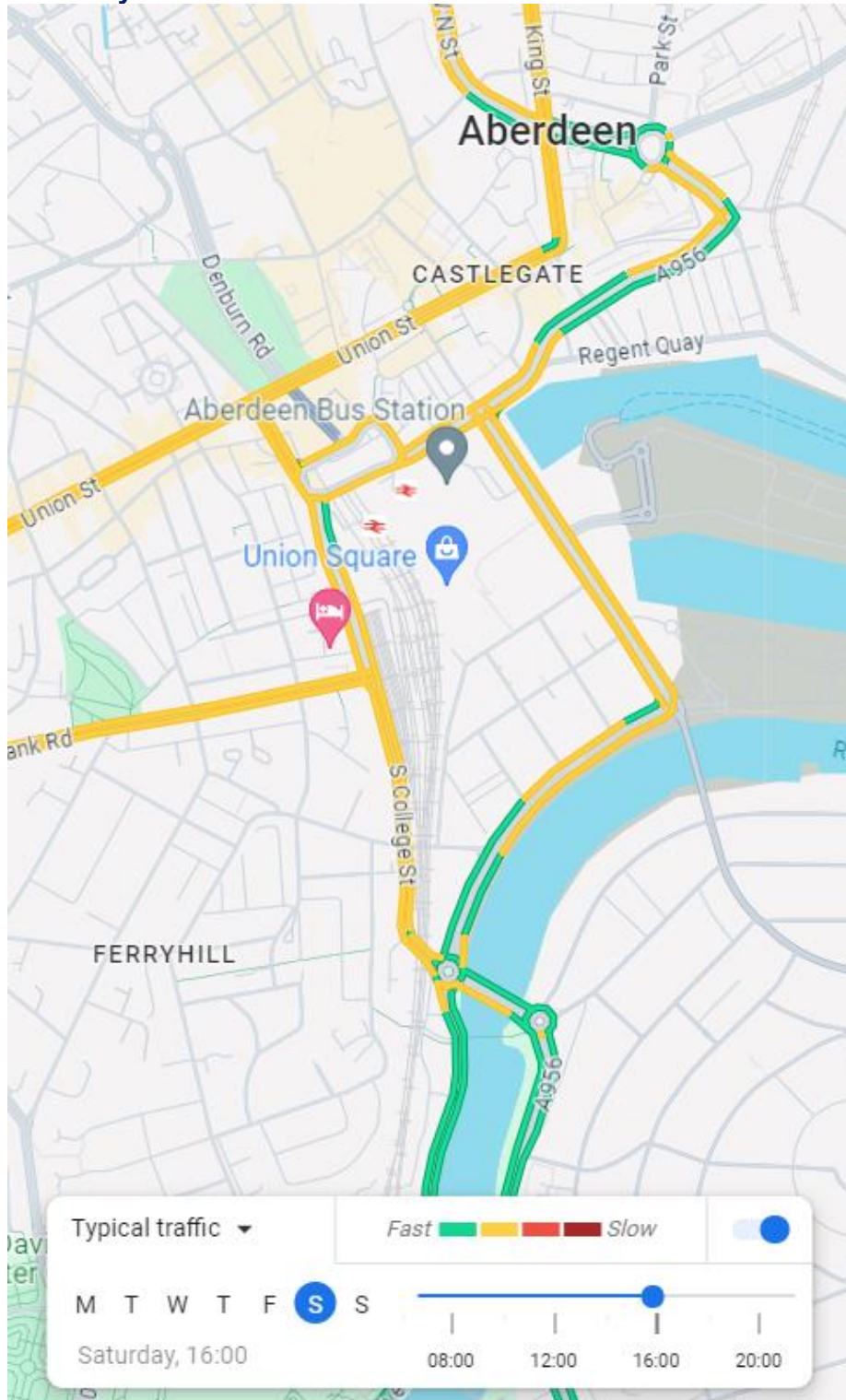
2.00pm Saturday



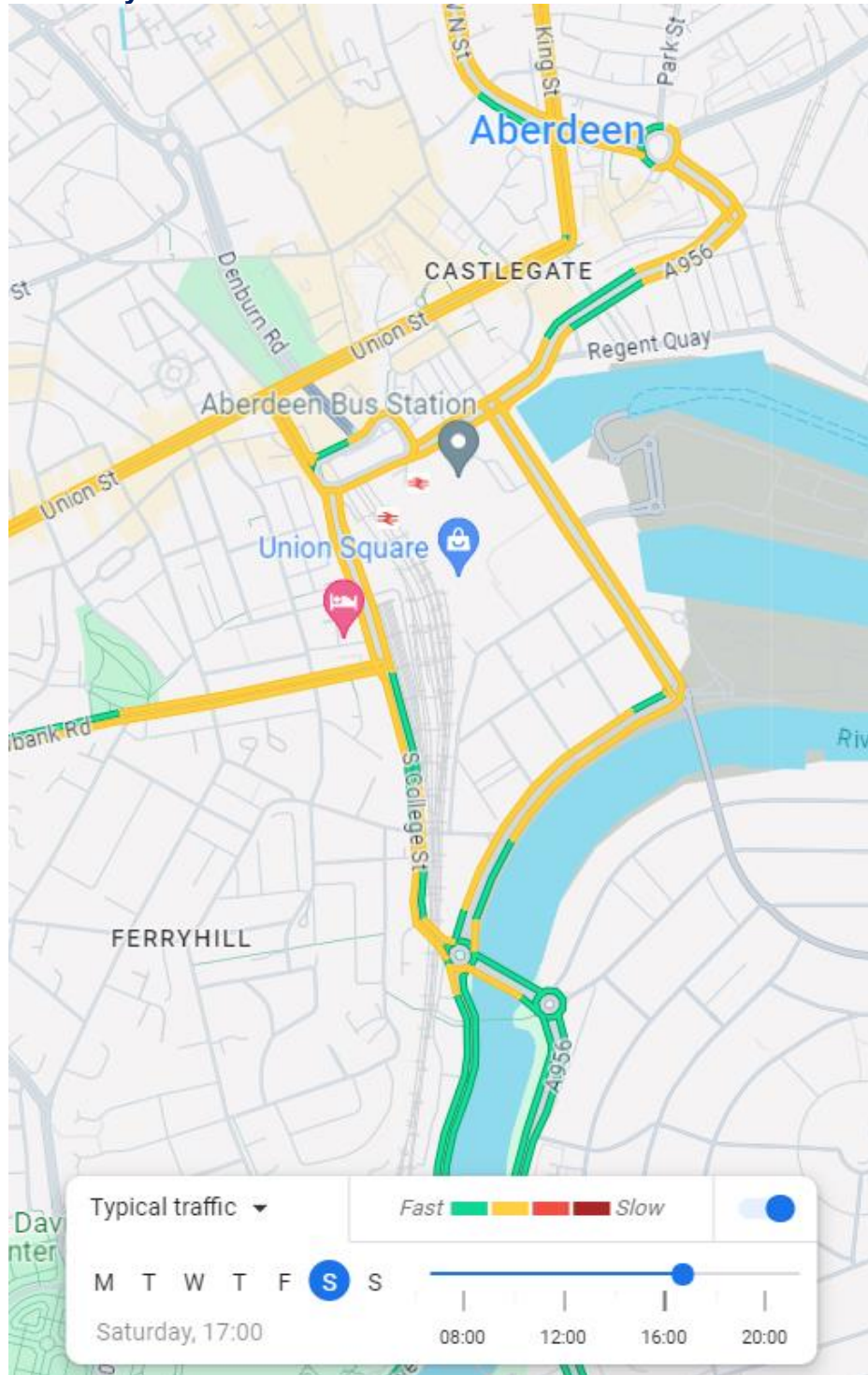
3.00pm Saturday



4.00pm Saturday



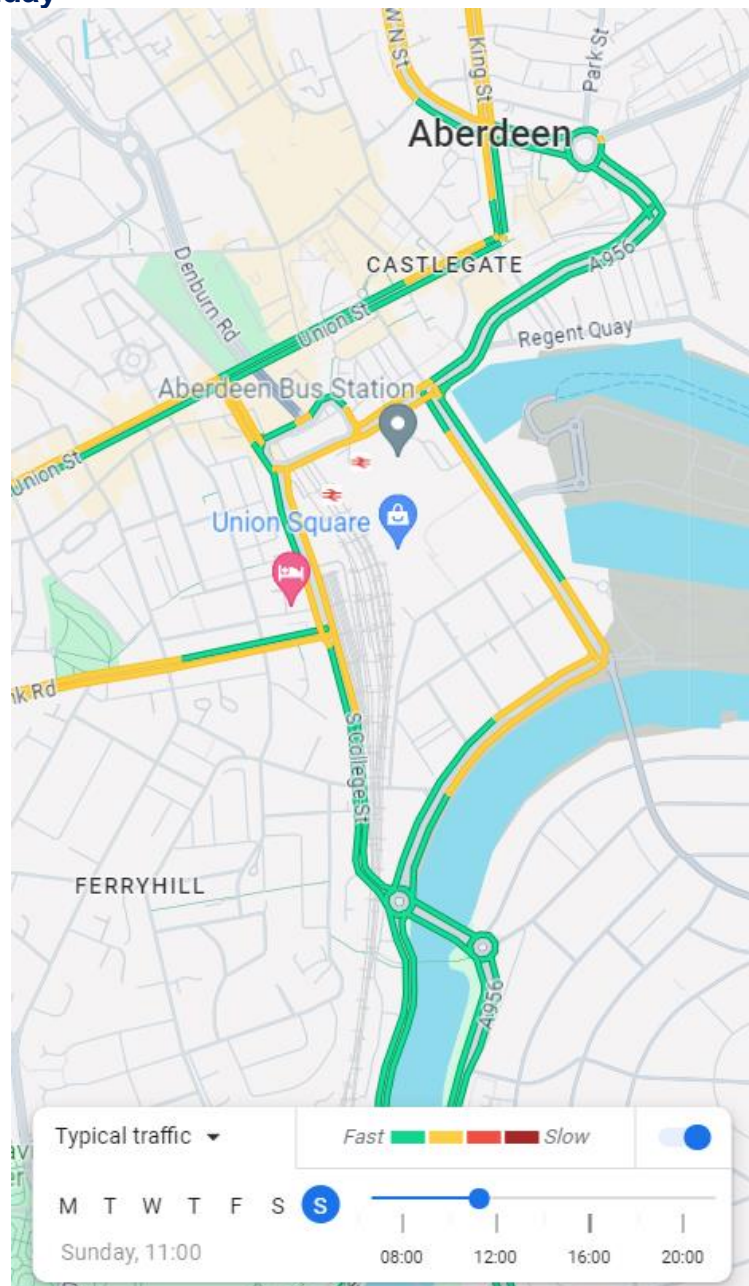
5.00pm Saturday



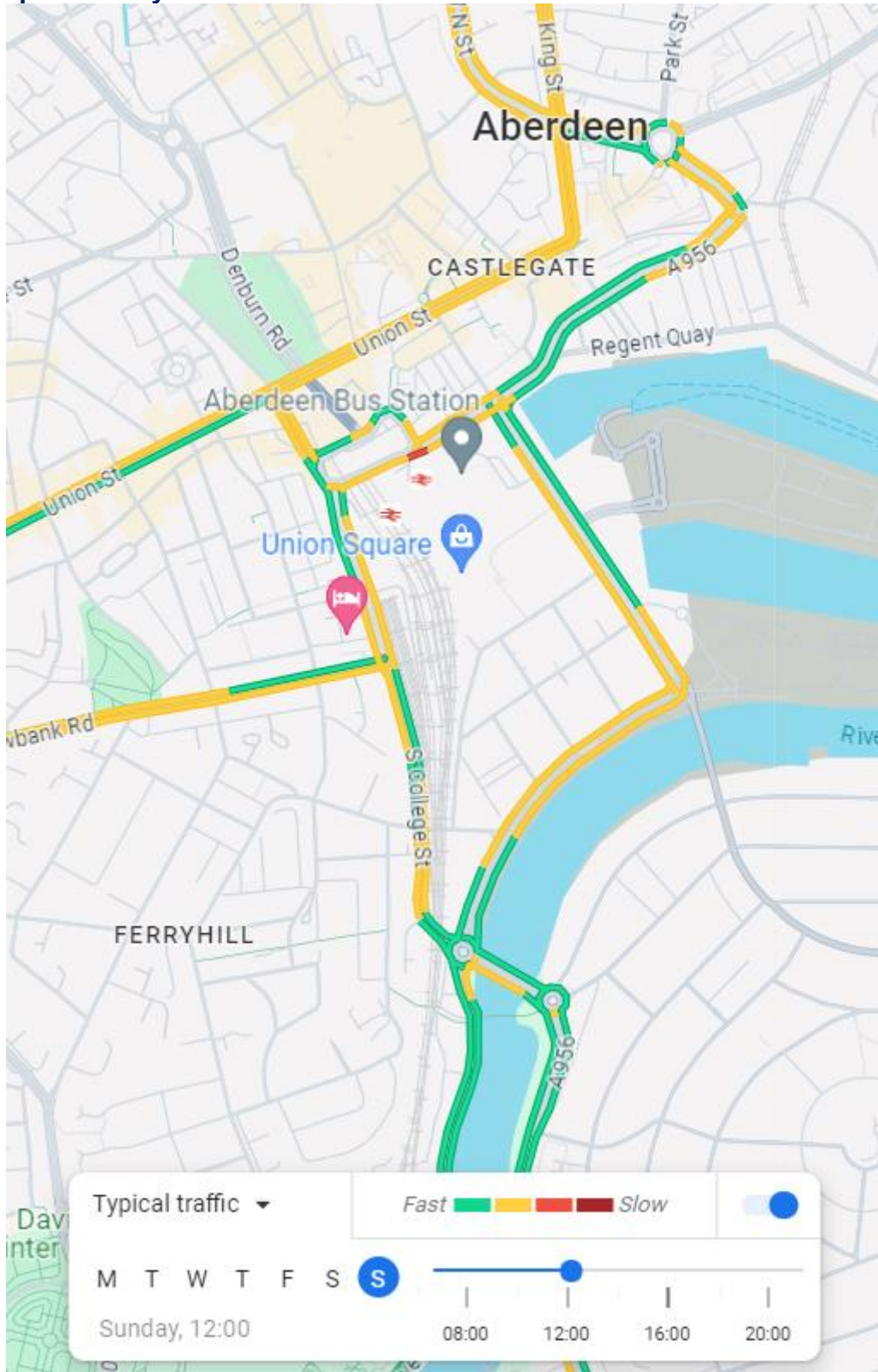
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Appendix J Typical traffic in Aberdeen city centre on Sunday at peak times
(Information courtesy of Google Maps – 9 May 2024)

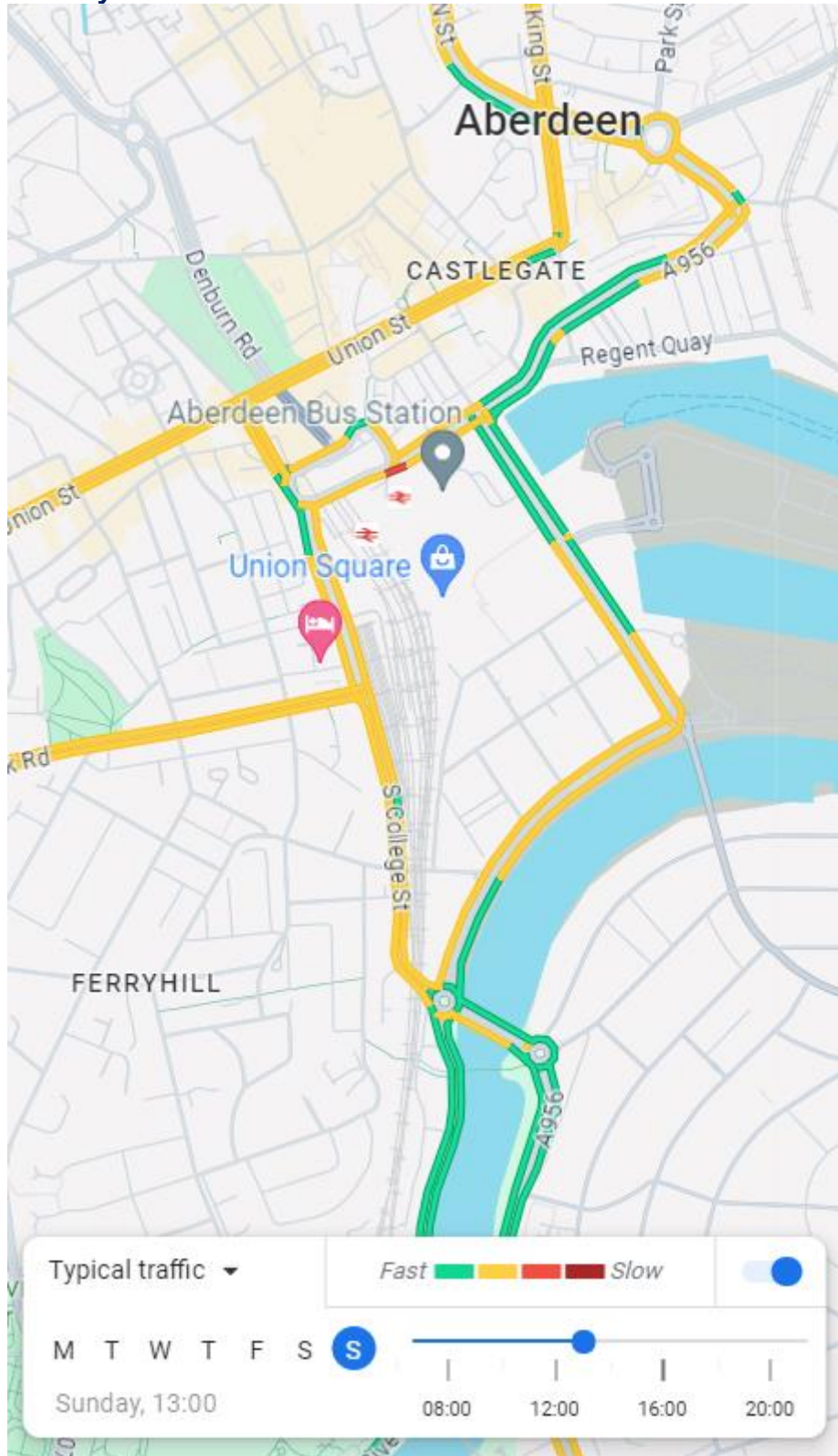
11.00am Sunday



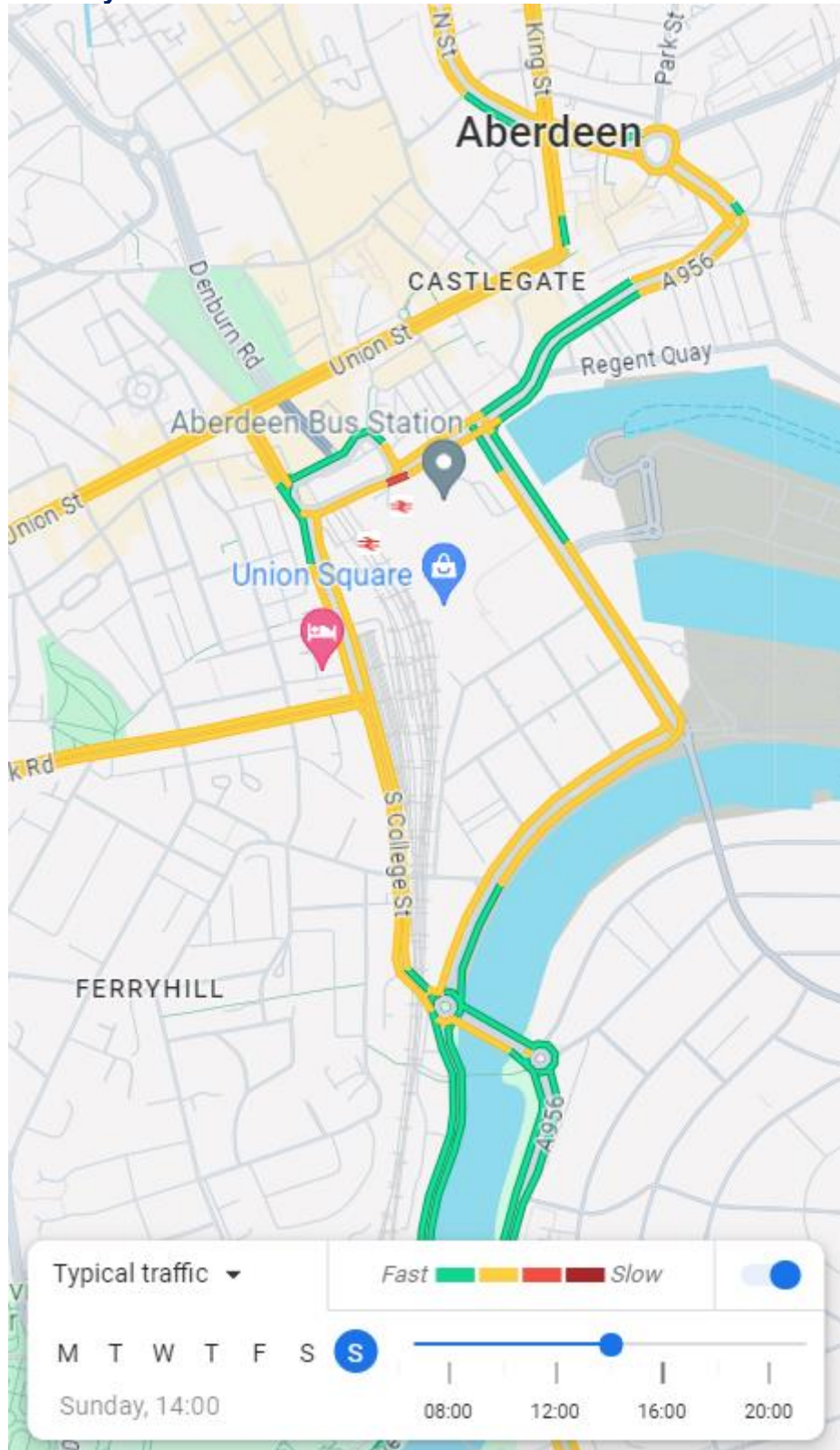
12.00pm Sunday



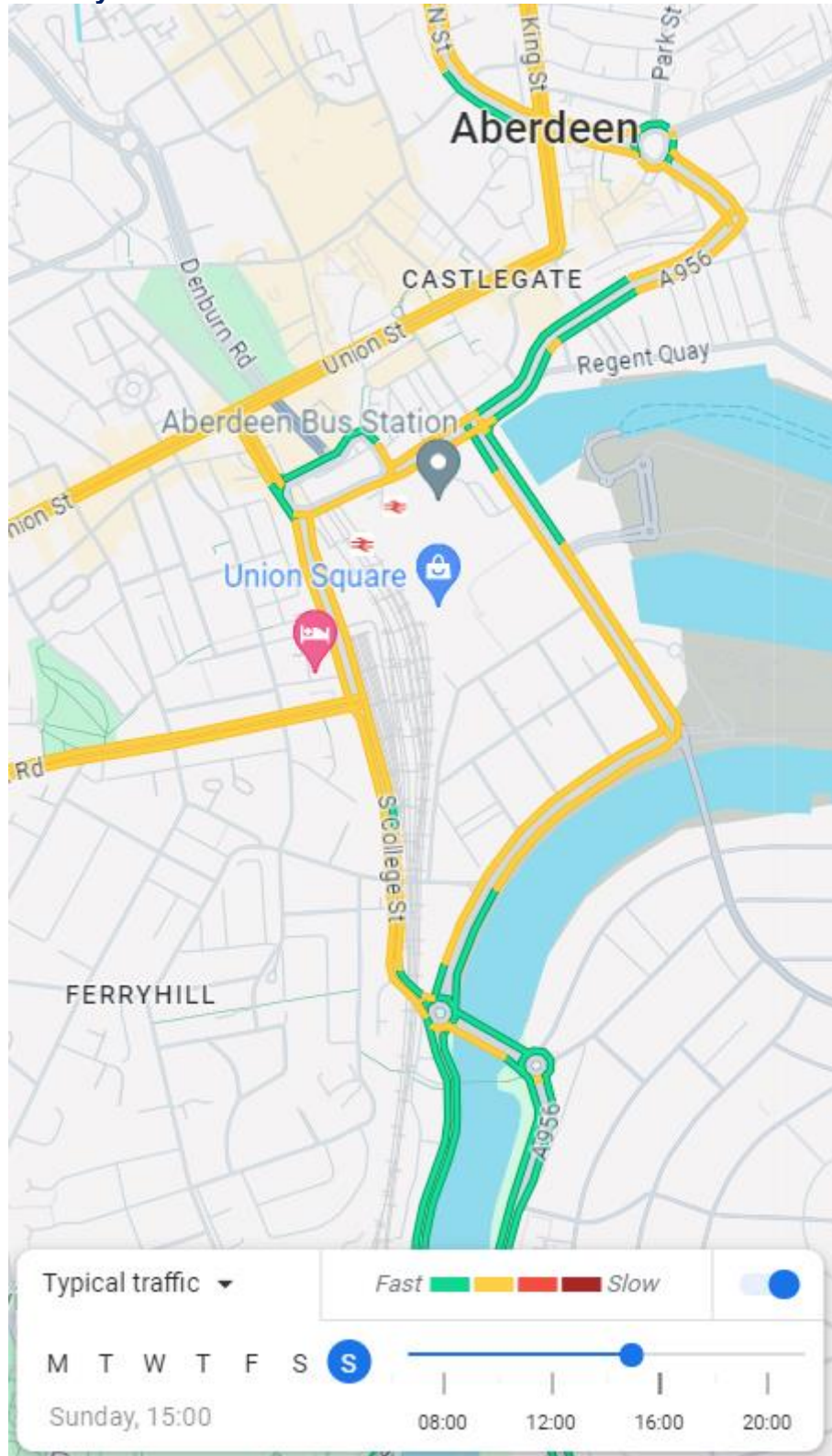
1.00pm Sunday



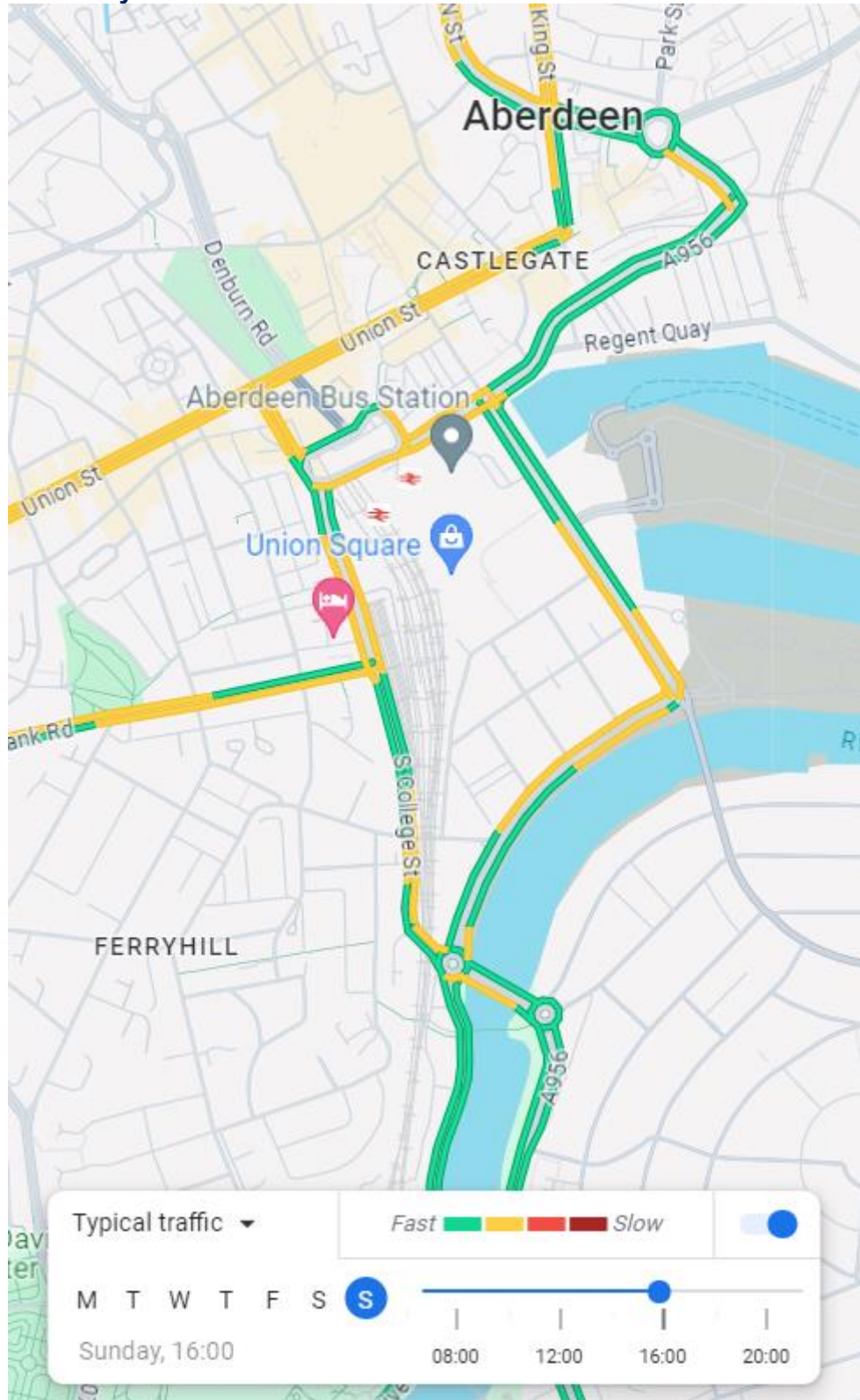
2.00pm Sunday



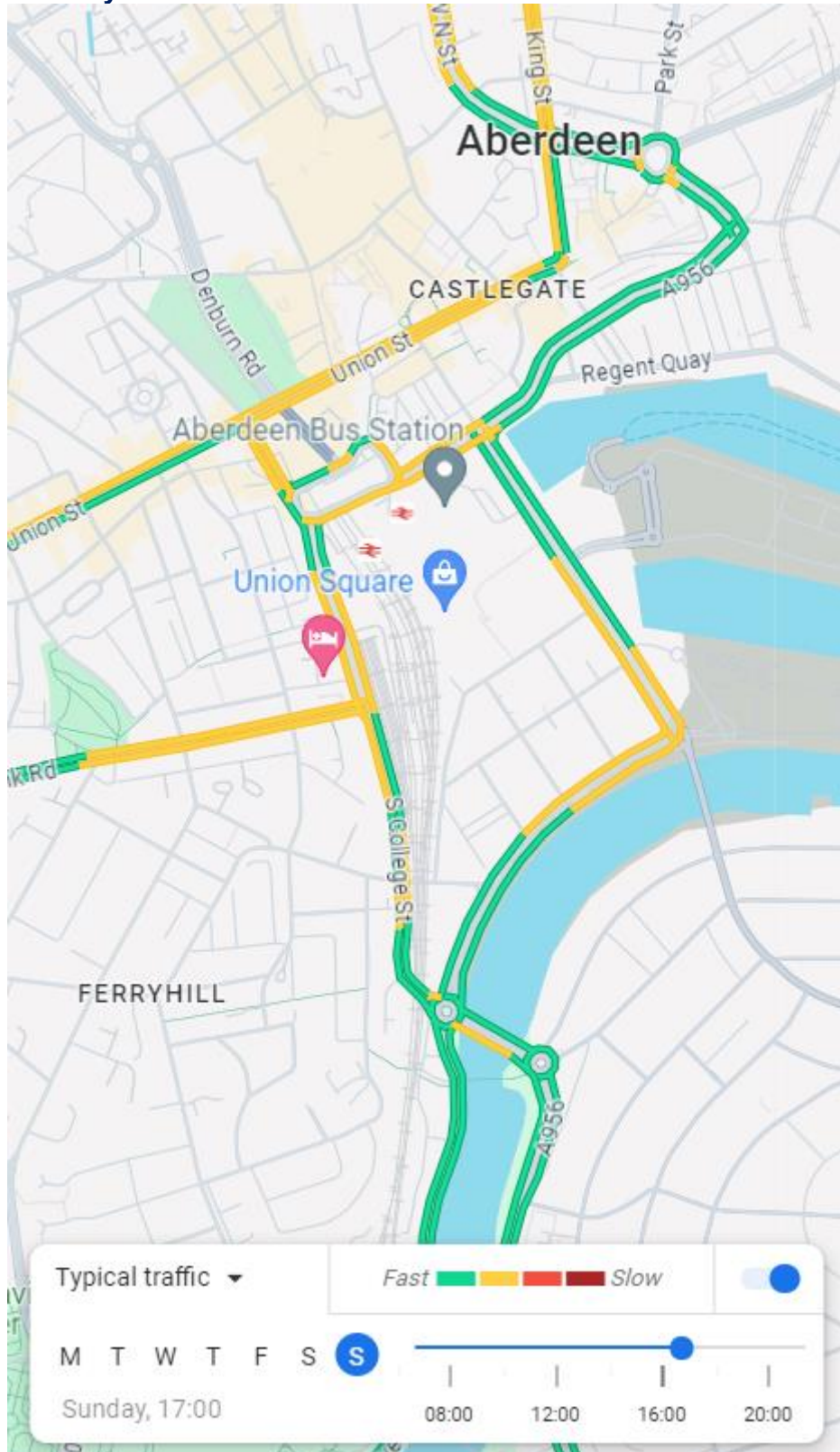
3.00pm Sunday



4.00pm Sunday



5.00pm Sunday



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ABERDEEN CITY COUNCIL

COMMITTEE	Net Zero, Environment and Transport
DATE	11 June 2024
EXEMPT	Report and Appendix 1- No Section 11.1 (Appendix 2) - Yes Schedule 7A (8) of the Local Government (Scotland) Act 1973. 'This report refers to the acquisition or supply of goods/services where disclosure to the public of the amount to be spent would be likely to give an advantage to a person or organisation seeking to enter a contract with the Council.'
CONFIDENTIAL	No
REPORT TITLE	Roads and Transport Related Capital Budget Programme 2024-2025
REPORT NUMBER	CR&E/24/167
EXECUTIVE DIRECTOR	Gale Beattie
CHIEF OFFICER	Mark Reilly
REPORT AUTHOR	Paul Davies & Neale Burrows
TERMS OF REFERENCE	7, 8

1. PURPOSE OF REPORT

- 1.1 This report outlines the proposed Roads and Transportation programme for the approved 2024/2025 capital budgets. Members are asked to approve the schemes as detailed in this report and associated appendices. This report should be read in conjunction with the appendices.
- 1.2 It is vital and business critical that these schemes are approved at the Net Zero, Environment and Transport Committee to allow officers to continue with the design and procurement works necessary to facilitate the numerous capital schemes and associated contracts. Work has already commenced on a number of previously approved schemes in order that the approved budget can be delivered during the weather window for such works. It should be noted that for many of these works, the Scottish Roadworks Commissioner mandates a minimum three-month notice period prior to commencement of works, and in order to allow the completion of the programme outlined in this report, many of these notices have already been placed.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approves the schemes listed in the appendices as the detailed proposals for expenditure within each budget heading;
- 2.2 Instructs the Chief Officer Operations, 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 exempt appendices for the roads capital budget programme for the financial year 2024/25 and award contracts relating thereto.

3. CURRENT SITUATION

3.1 Carriageway Condition

An annual whole of network carriageway condition assessment was completed in September 2023. This survey gives officers a detailed condition assessment of the road network detailing various wear and damage types. The survey provider also includes a network RAG rating. RAG ratings (Red Amber Green Ratings) show the percentage of the network in each condition banding. Network graded green gives no cause for concern and is free from any significant defects. Green roads are likely to require minimal routine maintenance. Amber roads are ones which, while largely free of any significant defects, are showing signs of wear and minor defects. Amber roads are likely to require some routine maintenance but remain serviceable with few issues which will significantly impact users. Red roads are ones with significant functional impairment where some form of treatment or reinstatement is generally required and where the maintenance burden is likely to be greatest. It should be noted that the condition survey considers more than just the wearing course of the road and considers evidence of issues deeper within the roads structure which may be less readily apparent looking at the roads surface.

- 3.2 The 2021 to 2023 RAG ratings are show in the table below:

Total network length 1004 km.

Survey Year	Green	Amber	Red
2021	22.78%	50.71%	26.51%
2022	22.43%	51.44%	26.13%
2023	24.75%	52.22%	24.03%

- 3.3 The RAG ratings show that the overall condition of the network has improved slightly relative to the 2021 to 2022 survey results. Roads will naturally deteriorate over time, however the 2.1% decrease in network classed as red is positive and suggests that the continued additional investment in roads and maintenance strategy being employed is yielding the intended outcomes. A minor increase in amber network is not of concern with the amount of network categorised green up by 2.32%. It is hoped that the continued investment in roads assets will see road condition ratings improve in the coming years and that the proposed programme of capital surfacing appended to this report will result in improvements in the network RAG ratings when the survey is completed again around September/October 2024.

3.4 It should be noted that the annual whole of network condition survey is completed prior to the completion of many capital schemes in any given financial year and so the results do not reflect all the work carried out in that financial year. The timing of the survey ensures the data from it is processed in time to inform the compilation of the capital programme of works for the following year.

3.5 Tier 1 Active Travel Fund – Formerly Cycling Walking and Safer Routes (CWSR)

Transport Scotland (TS) has provided an update on this year’s funding transformation. Through the new Tier 1 fund, £35m has been approved for provision direct to all 32 Local Authorities (LA).

Formerly provided as Cycling, Walking and Safer Routes (CWSR), Tier 1 funding is the bedrock of their transformed Active Travel delivery system, realising both Ministerial and policy imperatives for scale of delivery on a national basis, as well as supporting the new fiscal environment introduced through the Verity House Agreement (VHA). The total funding provided in 2024-25 is consistent with CWSR funding in previous years.

Whilst Tier 1 funding is being provided as General Capital Grant, TS will undertake an annual assessment process regarding how the funding has been utilised, and this will inform future decisions to increase the amount of funding to be provided in Tier 1.

As with CWSR, Transport Scotland will engage with Local Authority partners on expenditure and outcomes throughout the financial year. Tier 1 funding is for spend on activity across the Active Travel system, with fund objectives to design, develop and deliver Active Travel interventions that will enhance the safety and accessibility of existing infrastructure, or introduce new provision to travel safely and more conveniently. Active Travel infrastructure delivered through Tier 1 funding should adhere to the principles outlined in the Active Travel Framework and Cycling by Design and should enable people to move more safely between settlements and key amenities on foot, cycling or wheeling. This is an intentionally broad remit to ensure LAs have the flexibility to both improve their own capacity and capability, as well as deliver the schemes they identify as priorities for their local communities.

3.6 The appendices to this report set out the proposed capital works which will be funded through the approved capital budgets for each of the following areas:

Appendix	Budget title	Budget Value
A	Traffic lights and pedestrian crossings	£274,000
B	Lighting improvements	£1,000,000
C	Lighting improvements – Reserve list	-
D	Tier 1 Active Travel	£986,000
E	Footway resurfacing*	£1,500,000
F	Footway resurfacing – Reserve list	-
G	Carriageway resurfacing*	£4,566,000

H	Carriageway resurfacing – Reserve list	-
I	Drainage	£200,000
J	Weak and major bridge repairs	£940,000
K	Signage	£30,000
L	Flooding and coastal protection schemes	£808,000
M	A92/A96 De-trunked programme	£380,000
N	A92/A96 De-trunked programme – Reserve list	-
Total Capital (excluding de-trunked money)		

*Including money from the roads and additional investment in roads budget lines

3.7 Estimated costs for the individual proposed works are included in the appendices to the report which are contained in the exempt section of the agenda. These estimated costs are exempt as some schemes will be put out to tender in the open market.

3.8 The proposals presented are in line with the transportation strategy to provide safe crossings, promote active travel and reduce traffic speeds with the aim of contributing to accident reduction and the improvement of safety for all road users.

4. FINANCIAL IMPLICATIONS

4.1 Expenditure will be in accordance with the Council's approved capital budgets for the 2024/2025 financial year.

4.2 It should be noted that outside market challenges have the potential to significantly impact this, and future, year's programmes. Whilst officers do not anticipate any significant issues, the ongoing war in Ukraine, the continued post-pandemic economic climate and Brexit have led to some increased and uncertain prices from suppliers. Whilst prices have stabilised somewhat since 2022, a significant degree of uncertainty remains. All financial values in this report are based upon best estimates of what costs will be this year, however if material prices inflation & labour and plant costs continue to rise, sums significantly higher than those quoted in this report will be required. There is a significant risk that should material prices continue to rise, it may not be possible to complete the programmes outlined in the appendices to this report.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. ENVIRONMENTAL IMPLICATIONS

6.1 Resurfacing and renewing carriageway and footway assets with bituminous materials comes with an inherent negative environmental impact due to the use of quarried materials and oil-based binders. However, as material technologies evolve, opportunities for lower carbon surfacing are starting to come to market.

- 6.2 In early 2024 a section of Fonthill Road was resurfaced using a warm mix HRA (Hot Rolled Asphalt). This material differs from a standard asphalt in that it is produced at lower temperatures than a standard asphalt. With significant carbon emissions associated with heating of asphalt material, this in turn has the effect of a lower carbon footprint product as well as reducing fumes. The performance of this material will be monitored and its value, both financial and environmental will be evaluated. The material supplier has indicated that they may look to make a permanent shift from hot to warm mix asphalt as a result of the initial material performance results.
- 6.3 The use of techniques to preserve carriageway which is in good condition to minimise resurfacing are also being investigated, however many asphalt preservation methods continue to be targeted at higher speed network and are not all particularly appropriate for urban networks.
- 6.4 The roads service will review sites where footway resurfacing is being carried out to identify sites where it may be appropriate to plant trees. While trees have a positive environmental impact, care must be taken to only plant where appropriate so as not to cause damage to the surrounding footway and carriageway assets which could negate any benefit brought by the tree.

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	Failure to appropriately maintain the assets outlined in this report will lead to network deterioration, risking the Council's ability to deliver on its LOIP.	By appropriately maintaining assets, the Council can ensure that strategic risk level is minimised.	L	Yes
Compliance	It is a statutory duty for the Council to maintain adopted assets. Failure to do so would be a breach of this duty and would render the Council open to legal	By appropriately maintaining assets and operating a robust set of inspection regimes, the Council can minimise risk of	L	Yes

	claims for compensation.	statutory non-compliance.		
Operational	Failure to adequately maintain assets will lead to deterioration and increased numbers of safety defects/maintenance issues on those assets. This will create a substantial operational burden.	By appropriately maintaining assets, the Council can ensure that the operational burden resulting from safety defects is minimised.	L	Yes
Financial	Failure to adequately maintain assets will lead to increased deterioration and increased future repairs costs across the network.	Appropriate maintenance of assets will lead to a lower whole of life asset maintenance cost.	L	Yes
Reputational	The deterioration of the assets to which this report relates are highly visible to our customers. Failure to maintain these will result in reputational damage. A significant number of customer enquiries relate to the conditions of these assets.	By appropriately maintaining assets, reputational damage can be minimised, although it is acknowledged that a level of dissatisfaction with asset condition will always exist.	L	Yes
Environmental	The activities associated with completing the works outlined in this report have a negative environmental impact	Appropriate maintenance of assets and using lower carbon solutions where available will mitigate negative environmental impact.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
<p>Aberdeen City Council Policy Statement</p> <p><i>Section iii Place 5. Continue to invest to resurface damaged roads and pavements throughout the city</i></p>	<p>The proposals within this report include the approved rolling programme of £19.5M of additional capital funding over the five-year period from 2023 to 2028 for the additional investment in roads.</p>
<u>Aberdeen City Local Outcome Improvement Plan</u>	

Prosperous Place Stretch Outcomes	<p><i>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</i></p> <p>This report details footway and carriageway improvement schemes which are necessary to provide customers with a safe infrastructure for walking and cycling.</p>
Regional and City Strategies	
NESTRANS 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.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	New Integrated Impact Assessment has been completed.

10. BACKGROUND PAPERS

10.1 Roads and Transport Related Budget Programme 2023-2024

11. APPENDICES

- 11.1
1. Appendices A to N – public appendices
 2. Appendices A to N – exempt appendices

Appendix A

Traffic lights and pedestrian crossings

A capital budget of £274,000 has been allocated to allow the continued modernising of the systems across Aberdeen. Corridor delays are reduced by the upgrading of these outmoded systems ensuring improved connectivity and greatly minimising potential delays caused by the need to obtain outdated parts.

Appendix B

Lighting improvements

Planned lighting improvements have been allocated a capital budget of £1,000,000. This will be used for the replacement of lighting columns that have been identified as potentially dangerous or beyond their design life, as well as the continued modernisation of all lighting assets.

Appendix C

Lighting improvements – Reserve

The reserve programme should there be an underspend on any of the list as detailed in appendix B, or for substitution should

unforeseen circumstances mean that scheme(s) from appendix B cease to be required, or become impossible to implement.

Appendix D

Cycling Walking Safer Routes (CWSR)

A grant of £986,000 has been awarded by the Scottish Government for Cycling Walking Safer Routes (CWSR) projects in Aberdeen. The programme for these works is detailed in appendix D. These projects aim to address the Active Travel Outcomes as set out in the Scottish Government's Active Travel Framework namely: Increase the number of people choosing walking, cycling and wheeling in Scotland; High quality walking, cycling and wheeling infrastructure is available to all; walking, cycling and wheeling is safer for all; walking, cycling and wheeling is available to all; and delivery of walking, cycling and wheeling is promoted and supported by a range of partners. All schemes will be implemented as soon as possible subject to the successful promotion of any required legislation.

Appendix E

Footway Resurfacing

A budget of £1,500,000 comprising £1,000,000 from the roads capital budget and £500,000 from the additional roads capital budget has been allocated for footway resurfacing. The programme has been formulated on the basis of detailed surveys and targeted at footways categorised as being in a bad or poor condition.

Appendix F

Footway Resurfacing – Reserve list

The reserve scheme list for substitution of schemes should it not be possible to implement any of the proposed 2024/2025 schemes, or should there be underspend of the schemes detailed in appendix E.

Appendix G

Carriageway Resurfacing

The capital carriageway resurfacing programme has been allocated a budget of £4,566,000 comprising £2,566,000 from the roads capital budget and £2,000,000 from the additional roads capital budget. The programme has been prepared using the most recent full network condition assessment carried out during September 2023. Based upon this survey, a scheme list was generated which used the road condition and strategic importance to rank proposed schemes. These were then reviewed and sense checked by officers to prepare the resurfacing list as detailed in appendix G. This approach is aimed at ensuring consistency of decision-making.

Appendix H

Carriageway Resurfacing – Reserve list

The reserve scheme list for substitution of schemes should it not be possible to implement any of the proposed 2024/2025 schemes, or should there be underspend of the schemes detailed in appendix G. The methodology used to prepare this list is the same as that of appendix G.

- Appendix I **Drainage**
A capital budget of £200,000 has been allocated for the drainage works including minor drainage improvement works, investigation and design for future works.
- Appendix J **Weak and major bridge repairs**
A capital budget of £940,000 has been allocated for bridge surveys, repairs and for major bridge works.
- Appendix K **Signage**
A capital budget of £30,000 has been allocated for a road sign replacement programme and for any new signage requirements.
- Appendix L **Flooding and coastal protection schemes**
A capital budget of £808,000 has been allocated for the initial design works for flood prevention, repairs, and coastal protection schemes.
- Appendix M **A92/A96 De-trunked programme**
The programme of works to be carried out on the A92/A96, de-trunked sections of road during 2024/2025. These works will be funded by the money passed from Transport Scotland to Aberdeen City Council as part of the previous de-trunking settlement.
- Appendix N **A92/A96 De-trunked programme – Reserve list**
The programme of works that will be carried out on the A92/A96, de-trunked sections of road in future years should there be underspend on any of the schemes detailed in appendix M, or should it not be possible to complete any of these schemes.

12. REPORT AUTHOR CONTACT DETAILS

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Tel	067663

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Appendices to Roads and Transport Related Capital Budget Programme 2024-2025 excluding exempt information

Appendix A - Traffic lights and pedestrian crossings

ITS Unit Traffic Signal Refurbishment Programme 2024/2025

Site	Works	Estimated Cost
Victoria Street (Dyce) near Union Row	Ped Crossing Upgrade	
King Street - South of St. Machar Dr	Ped Crossing Upgrade	
King Street by Lidl	Signalised Junction Upgrade	
Hutcheon Street by Lidl	Signalised Junction Upgrade	
Coast Road – Rail Bridge	Signal upgrade	
Total		£274,000

ITS Unit Traffic Signal Refurbishment Programme 2024/2025 – Reserve List

Site	Works	Estimated Cost
Various Corroded Haldos/Poles	Corroded Haldos/Poles – Contorller replacements	
Pitfodels Station Road	Signal Replacement	
Ellon Road/Balgownie Road	Signalised Junction Upgrade	
Wellheads Drive near Dyce Drive	Signalised Junction Upgrade	
Westburn Road / Foresterhill Road	Signalised Junction Upgrade	

Appendix B – Proposed Lighting Capital Programme 2024/25

Scheme	Estimated Cost	Quantity/Comments
Corroded Column Replacement		
Mastrick/ Sheddocksley		No. dependant on testing
Northfield/ Heathryfold		No. dependant on testing
Summerhill		No. dependant on testing
Bridge Of Don		No. dependant on testing
Replacement of Corroded Bollards with Weebols		-
Electrical Testing and remedials		
Structural Testing		
Column/Cable replacement - 8/10 m Height		
Hilton Drive - Concrete Column replacement		33 columns
A947 - Polo Gardens - Stonewood Park - Concrete column replacements		3 columns
Union Grove/ Cromwell Road - Concrete Column replacement		24 columns
Craigiebuckler Avenue		33 columns
Column/Cable replacement - 5/6 m Height		
Burns Road Concrete column replacement		
Various locations - Concrete column replacement for footway works		
Painting		
Marischal Street / Theatre Lane / Wall pack renewal		
Additional lighting requirements due to LED programme		
Deeside area		
Fountainhall Lane East		5 columns and track
Total Capital and Column Replacement	£1,000,000	

Appendix C – Proposed Lighting Reserve Capital Programme 2023/24

Scheme	Estimated Cost	Quantity/Comments
Corroded Column Replacement		
Dyce		
Bucksburn		
Kingswells		
Peterculter		
Milltimber		
Bielside		
Cults		
Mannofield		
Ferryhill		
Electrical Testing & Remedials		
Structural Testing & Immediate Cut-downs		
Column/Cable replacement - 8/10 m Height		
Hilton Road concrete column replacement		
Fernhill Road		
Greenfern Road		
Hareness Road/Circle – network upgrades		3 pills and 6 live services
Column/Cable replacement – 5/6 m Height		
Fountainhall Lane East		5 columns and track
Stockethill Area – new supply points		3 pillars and 6 live services
Seaton Drive network improvements		
Foresterhill Road North inset to Murdos		4 concrete columns
Osborne Place		20 columns
Cairnwell Drive		
Colonsay Crescnet		
Dinbaith Place		
Jura Place		
Kings Gate Inset		7 columns
Fittick Place Lane		Additional columns
Laurel Grove		Additional columns
Golden Square		Heritage
Lewis Road		Car parks
Marchburn Area		Network renewal
Sheddocksley Road		13 columns
Mearns Street		Additional lights

Appendix D – Cycling Walking Safer Routes (CWSR)

Proposal	Description of work	Overall Budget
CWSR01 - Walking and Wheeling	Interventions to improve walking and wheeling provision on the network. Schemes to include path improvement at Hazlehead, River Don, Middlefield and Torry; dropped kerbs at Woodside Drive; handrails at Pittengullies Road and Greyhope Road path network.	£600,000
CWSR02 - Safety at Schools	Measures to support and encourage walking and cycling to school including missing path network, build outs and access improvements.	£50,000
CWSR03 - Cycling	Introduction of measures to support cycling including upgrades from pelican to toucan crossings; storage; and	£336,000

	priority access for pedestrians and cyclists to Torry Battery.	
	Total grant allowance	£986,000

Appendix E – Footway Resurfacing

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
Garthdee Drive	Full FW from Pitmedden Road to Pitmedden Terrace	350	
Beattie Place	Full FW West side only	130	
Pittodrie Street	Full FW	1850	
Great Southern Road	Full FW North-side adjacent to Goals	300	
Westburn Road	Full FW South-side West-bound of Cairnfield Place to number 243	140	
Ferryhill Terrace	Full FW North-side	275	
Millhill Brae	Full FW South side from Burndale Road to lane	135	
Gray Street	Full FW East-side at junction with Great Western Road	125	
Devanha Gardens South	Full FW North-side outside numbers 2-8	100	
Crown Street	Full FW between West-side from Ferryhill Road to Rosebank Terrace	360	
Moir Drive	Full FW West side only N and S of Granitehill Place + East side N and S of Cumming Parks Circle	350	
Parkway	Full FW both sides of bridge	375	
Cloghill Place	Full FW West footway South of Sheddocksley Drive	100	
Polmuir Road	Full FW East footway between Ferryhill Place and Deemount Road	700	
St Ronan's Place	Full FW South-side + East side to A93	230	
Ord Street	Full FW East and West sides	565	
Howes Drive	Full FW N and S of Howes Crescent both sides	400	
Polmuir Road	Full FW West-side	500	
Skene Street	Full FW South-side outside Library	300	
Forest Avenue	Full FW East-side between Queen's Lane South and Gladestone Place	150	
Ladywell Place	Full FW West-side FW	350	
Abergeldie Terrace	Full FW South-side opposite numbers 6-22	175	
Anderson Avenue	Full FW South-side	600	
Cornhill Road	Full FW East-side South of Gatehouse.	600	
Ladywell Place	Full FW replacement East-side	400	
Clifton Road	Full FW West-side in front of Kittybrewster Shopping Centre	365	
Anderson Avenue	Full FW North-side footway	800	

Bedford Place	Full FW South-side between Elmfield Avenue and Sunnyside Road	300	
Smithfield Road	Full FW North-side behind Woodside school	250	
Auchinyell Road	Full FW South-side, East of Kaimhill Road	200	
Miller Street	Full FW West-side from Church Street to Castle Terrace	500	
Manor Avenue	Full FW North-side from Manor Walk to end of Logie Terrace	1000	
Clifton Road	Full FW from North Anderson Drive East to Anderson Road	3450	
Total			£1,500,000

Appendix F – Footway Resurfacing - Reserve List

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
Brebner Crescent	FW South-side and West-side cul-de-sacs	450	
Faulds Row	FW South-side. Whole South length.	250	
Chattan Place	FW West-side from Great Western Road to Claremount Street	500	
Clifton Road	FW South-side	1075	
Powis Terrace	FW West-side from Bedford Road South to Erskine Street	165	
Manor Avenue	FW South-side at inset road	330	
Craigshaw Road	FW South-side from Craigshaw Drive to Wellington Road	750	
Causewayend	FW South-side radius with Mounthooly roundabout	160	
Union Grove	FW North-side at Holburn Street junction	160	
Woodburn Place	FW South-side near Hazeldene Road junction	150	
Cromwell Road	FW North-side adjacent to Burns Road junction	200	
Marchmont Street	FW South-side of Marchmont Street	150	
Cornhill Road	FW South-side adjacent to ARI	150	
Polwarth Road	FW North-side at Oscar Road junction	300	
Farquhar Avenue	FW East and West side	400	
Hilltop Road	FW North-West side	150	

Appendix G – Carriageway Resurfacing

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
Scotstown Road	Areas between Dubford Road and Sheilhill Road	5000	
Holburn Street	Between Riverside Drive and Garthdee Roundabout	2700	
Laurelwood Avenue	Whole road	1700	
North Anderson Drive	Inset road from Foresterhill Road to Stockethill Way	1500	

North Anderson Drive	Inset road between Cairncry Road and Rosehill Drive	3000	
North Anderson Drive	Inset road north from Middlefield Place junction	1400	
St Machar Drive	King Street to High Street	3300	
Clifton Road	Great Northern Road north approx. 150m	1200	
Maidencraig Place	Road	700	
Stoneywood Road	A947 under rail bridge by inset road	1000	
Kirk Drive	Whole road	700	
Cameron Way	Whole road – surface overlay	1500	
Beaconsfield Place	Whole road – surface overlay	4000	
Provost Fraser Drive	Large patches to capture areas of deterioration	1000	
Skene Road	From east of Maidencraig Roundabout c.500m	3500	
Craigiebuckler Avenue	Kinkell Road to Springfield Road	TBC	
Craigton Road	By junction with Airyhall Place	700	
Kincorth Circle	Deevale Gardens to Auldem Road	2500	
Albyn Lane	East end section plus patching	1200	
Crombie Road	Patching at business entrances	150	
Culter House Road	Various locations	1500	
Fairley Road	Patching – various locations	800	
Eday Crescent	Whole road	1200	
Rubislaw Den South	Whole road – surface overlay	6000	
Rubislaw Den North	Whole road – surface overlay	4300	
Birkhall Parade	Main drag	4800	
Arbroath Way	C.800m plus patching	1000	
Mastrick Junction/Cairnwell Avenue	Whole road	1700	
Colthill Road	Contlaw Road end plus patching	1600	
Hillview Road	Adopted section	1400	
Langdykes Road	Junction with Loirston Road	700	
Ptirmedden Road	North of Dyce Drive - Patch and surface dress	11,000	
St Machar Drive	Roundabout with Great Northern Road and section to east of Tedder Road	3100	
Kirk Brae	Patch and surface dress Kirk Place to Countesswells	12000	
Westfield Road/Rosemount Place Junction to Mid Stocket Road junction	Westfield Road, junction with Rosemount Place to junction with Mid Stocket Road	1500	
Rosemount Place/South Mount Street junction	Rosemount Place junction with South Mount Street	800	
Springfield Road/Countesswells Road	Springfield Road from Craigton Road to north of Countesswell junction and Countesswells Road to Airyhall Primary School	4800	
Gairnsay Drive/Road	Various areas of surfacing	1000	
Hammerfield Avenue	Whole Road	4500	
Viewfield Road	Queens Road to Keppleston Gardens	1345	

Earlswell Road	Whole road to school plus junction with Cairnlee Terrace	1800	
Lochside Road	Various schemes along length	4800	
Craigieburn Park	Adopted section	800	
Greyhope Road	Various locations	TBC	
Clarke Street	Whole road	800	
Kingswood Avenue	Surface overlay – main drag	2500	
Patching	Various locations as required	TBC	
		Total	£4,566,000

Appendix H – Carriageway Resurfacing – Reserve List

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
Queen Elizabeth Bridge/Wellington Road	Roundabout with Queen Elizabeth Bridge, Queen Elizabeth Bridge, roundabout with Wellington Road and Wellington Road south section	5000	
Riverside Drive	East end of Riverside Drive	6500	
Charleston Road	Cove Road to Charleston Crescent	4000	
North Anderson Drive	Inset roads at various locations	TBC	
Deemount Road/Prospect Terrace	As required	1200	
Wallacebrae Road	As required	1400	
Clifton Road	Primrosehill Gardens to Greenmore Gardens	1300	
Elmbank Terrace	As required	2000	
Provost Rust Drive	As required	3800	
Gray Street	Broomhill to Great Western Road	1700	
Pitmedden Road	Various as required	2500	
Craigton Road	Around Airyhall Avenue	2000	
Spa Street	North half	800	
Jesmond Drive	Various	TBC	
Laurel Place	East end	1300	
Cove Road	Near Charlestown Road	1000	
Ann Street	Whole road	1300	
Cattofield Place	Whole road	3000	
Marchburn Drive	As required	2000	
Froghall Terrace	Whole road	2800	
Loanhead Terrace	Whole road	2300	
Bryon Crescent	Whole road	3100	
Carnie Drive	Whole road	2200	
Deveron Road	South end	700	
Manor Avenue	West section	4500	
Esplanade	Various	8000	
Gainsay Road	Various	1300	
Baillieswells Road	Various large patches and surface treatment	1200	
Hillview Road	East section	800	
Talisman Road	Whole road	1300	

Woodstock Road	Surface treatment	3700	
Ross Crescent	Various large patches	1000	
Arnage Drive	Various patches	500	
Belgrave Terrace	Whole road	1900	
Wellbrae Terrace	Whole road	2500	
Hopetoun Grange	West end Subject to completion of developer works	1500	
Ruthrieston Road	Whole road	1800	
Kettlehills Crescent	North end	2400	
Greenbank Crescent	Surface treatment	6000	
Cairnwell Avenue	South section – east and west	1500	
Caiesdykes Crescent	As required	800	
Baillieswells Terrace	Whole road	1500	
Kennerty Road	Various patches and possible dress	1000	
Invercauld Gardens	Whole road	2000	
Tay Road	Whole road	2300	

Appendix I – Drainage

Location and description of works	Estimated cost
Major drainage works	£125,000
Replacement of gullies	£50,000
Investigation and design works	£25,000
Total	£200,000

Appendix J – Weak and major bridge repairs

Location and description of works	Estimated cost
Cults Square Bridge	
Parkhill Bridge	
Maryculter Scour	
Maryculter Bridge Painting	
Burnside Road Bridge	
Ruthrieston Road Bridge	
City wide miscellaneous bridge works	
Bridge Special inspection and SV assessments	
Total	£940,000

Appendix K – Signage

Location and description of works	Estimated cost
Road sign replacement – various locations	£30,000
Total	£30,000

Appendix L – Flooding and coastal protection schemes

Scheme	Estimated Cost
SGA/SWMP/FRMPs	
Peterculter - Study & detailed design	
Bridge of Don Hake Replacement	
CCTV at watercourse gauging sites	

Jesmond – study	
Riverside Drive design & works	
Langstracht Drainage	
Merchant Quarter Works Design	
Sea Wall – survey / study & major/minor repairs (steps, railings, ramps, groynes & blocks)	
Kingswells Old Skene Road	
Reinstatement coastal defences Greyhope Road	
Surface water improvements (at known flooding locations)	
Total	£808,000
Coastal Change Adaption Plan	£150,000*

*Scottish Government Grant (excluded from total)

Appendix M – A92/A96 De-trunked programme

Carriageway

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
A92	Kings Gate Roundabout to Mid Stocket Road	10,000	
A92	Roundabout with Whitestripes Avenue	2000	
	Total		£380,000

Appendix N – A92/A96 De-trunked programme – Reserve list

Scheme	Location and description of works	Area (m ² approx.)	Estimated Cost
A92	Further various large full carriageway patches and small schemes	10,000	Up to £500,000
A96	Further various large full carriageway patches and small schemes	5000	Up to £250,000

Exempt information as described in paragraph(s) 8 of Schedule 7A of the Local Government (Scotland) Act 1973.

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